



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning

### Transportation Committee Agenda

Friday January 16, 2009

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

#### 1.0 Call to Order and Introductions 9:30 AM

Luann Hamilton, Committee Chair

#### 2.0 Agenda Changes and Announcements

#### 3.0 Approval of Minutes

The draft minutes from the December 12, 2008 meeting are attached.

ACTION REQUESTED: Approval of minutes of the December 12, 2008 meeting.

#### 4.0 Coordinating Committee Reports

On January 14, 2009 the Programming and Planning Committees met. The Chairman and Vice Chairman of the Transportation Committee will give an update on the Programming and Planning committee meetings.

ACTION REQUESTED: Informational

#### 5.0 RTA Update

This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Discussion

#### 6.0 Transportation Improvement Program (TIP) (Holly Ostlick)

##### 6.1 TIP Amendments and Revisions

Approvals of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached.

ACTION REQUESTED: Approval

## **6.2 Biannual TIP/RTP Conformity Analysis and TIP Amendments**

The Transportation Committee is asked to release a Biannual TIP/RTP conformity analysis and TIP amendments for public comment. This analysis and amendments will be the subject of a 30 day comment period.

ACTION REQUESTED: Release of the TIP Amendment and conformity analysis for a 30 day public comment period from January 15 to February 15, 2009.

## **7.0 Illinois Transportation Enhancement Program (ITEP) (Randy Neufeld)**

The Bicycle and Pedestrian Task Force has requested that the Transportation Committee discuss establishing a program mark for ITEP funds to be programmed through the MPO process for the CMAP Transportation Management Area (TMA). ITEP funds are currently programmed through the state.

ACTION REQUESTED: Discussion

## **8.0 Economic Recovery Package (All)**

The set of principles adopted by the CMAP Board to guide the implementation of a federal economic recovery package is attached. A prominent theme of all discussions on this package is the “use it or lose it” stipulation that will require recipients to spend the funding quickly. Our federal partners have told us that every indication suggests that all Federal planning requirements pertaining to the Long Range Transportation Plan, Transportation Improvement Program, and Air Quality Conformity including public participation must be satisfied for utilizing Economic Recovery funds. Committee discussion of the latest information available on the package is requested.

ACTION REQUESTED: Discussion

## **9.0 Revised CMAQ Procedures (Doug Ferguson)**

The CMAQ Project Selection Committee has discussed many strategies for creating a more effective programming process to assure that the region gets the congestion reduction and air quality improvements of projects more quickly and does not have a large amount of unobligated funding in danger of being lost to the region. A draft of the recommended programming revisions is attached.

ACTION REQUESTED: Informational

## 10.0 Congestion Scans (Thomas Murtha)

Mr. Murtha will present the first of the region's congestion scans and highway congestion data analyses, posted at <http://www.cmap.illinois.gov/cmp/measurement.aspx>. 2007 reports for most of the region's freeway segments will be posted over the next several weeks.

ACTION REQUESTED: Discussion

## 11.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

## 12.0 Other Business

## 13.0 Next Meeting

The next meeting is scheduled March 6, 2009 at 9:30 a.m. in the Cook County Room.

## 14.0 Adjournment

### Transportation Committee Members:

___ Charles Abraham	___ Don Kopec	___ Peter Skosey
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Rocky Donahue	___ Jan Metzger	___ David Simmons
___ John Donovan***	___ Arlene Mulder	___ Steve Strains
___ John Fortmann	___ Randy Neufeld	___ Vonu Thakuriah
___ Bruce Gould	___ Jason Osborn	___ Paula Trigg
___ Rupert Graham, Jr	___ Leanne Redden	___ David Werner***
___ Jack Groner	___ Thomas Rickert	___ Ken Yunker
___ Luann Hamilton*	___ Mike Rogers	___ Tom Zapler
___ Fran Klaas	___ Joe Schofer	___ Rocco Zucchero
*Chair	**Vice-Chair	***Non-voting



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## Chicago Metropolitan Agency for Planning

DRAFT Minutes

November 14, 2008

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

**Members Present:** Chair - Luann Hamilton, Vice Chair – Thomas Cuculich – DuPage County, Chuck Abraham - IDOT- DPIT, John Donovan – FHWA, John Fortmann - IDOT District One, Rupert Graham – Cook County, Robert Hann – Private Providers, Don Kopec - CMAP, Christina Kupkowski - Will County, Jan Metzger – CNT, Les Nunes – IDOT OP&P, Jason Osborn - McHenry County, Tom Rickert - Kane County, Mike Rogers - IEPA via phone, Joe Schofer - Northwestern University, David Simmons - CTA, Peter Skosey – Business Leaders for Transportation, Holly Smith - Kendall County, Vonu Thakuriah - UIC-UTC, Dave Tomzik – Pace, Paula Trigg - Lake County, David Werner – FTA - USDOT Chicago Metro Office, Sidney Weseman - RTA, Tom Zapler - Railroad Companies. Rocco Zuccherro – Illinois Tollway

**Members Absent:** Jack Groner - Metra, Steve Strains – NIRPC, Randy Neufeld - Bicycle and Pedestrian Task Force, Ken Yunker - SEWRPC

**Others Present:** Kristen Anderson, Brian Plum, Darwin Burkhart, Leonard Cannata, Michael Connelly, Chalen Daigle, Chris Demroukas, Kama Dobbs, John Loper, Hugh O'Hara, Chad Riddle, Rachel Schem, Carl Schoedel, David Seglin, Joe Spidale, Chris Staron, Mike Sullivan, Emily Tapia, Mike Walczak, Tammy Wierciak

**Staff Present:** Shana Alford, Patricia Berry, Bob Dean, Teri Dixon, Doug Ferguson, Tara Fifer, Tom Murtha, Roseann O'Laughlin, Holly Ostdick, Russell Pietrowiak, Joy Schaad

### **1.0 Call to Order and Introductions**

Tom Cuculich, Committee Vice-Chair, called the meeting to order at 9:35 a.m.

### **2.0 Agenda Changes and Announcements**

There was a correction to the time of the IEPA public hearing from 11:00 am to 9:00 am. Mr. Rogers via phone gave the committee a brief update.

### **3.0 Approval of Minutes**

With a correction to item 7.0 of the August minutes to include Mr. Christensen and Mr. Cuculich names in the motion for the item, the minutes were approved. On a motion by Mr. Seglin, seconded by Mr. Guerriero, the minutes as corrected were approved. Vote: All Ayes. Motion Carried.

### **4.0 Coordinating Committee Reports**

Mr. Cuculich reported on the Programming Committee. He stated that the DRI draft had been released for public comment by the committee. The public comment period deadline for DRIs will end December 1<sup>st</sup>. The committee also recommended approval of the Congestion Mitigation and Air Quality Improvement (CMAQ) and the Title VI programs to the CMAP board.

Ms. Hamilton reported on the Planning Committee. She stated that the draft of the indicators was endorsed and forwarded to the CMAP board, which will consider them at their December. The Interactive TIP map was also discussed and is published on the CMAP website.

### **5.0 RTA Update**

Mr. Weseman updated the committee on RTA progress and stated that in an effort to increase public involvement in the budget process, RTA is holding two rounds of public hearings this year. The first round was in August and the 2<sup>nd</sup> round is currently underway. The development of system performance measures is continuing. Approval of a consultant contract to conduct transit travel market analysis is on the RTA board agenda for next week.

### **6.0 Transportation Improvement Program (TIP)**

#### **6.1 Transportation Improvement Program**

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. She stated there were a large amount of revisions due to the end of the federal fiscal year. There was summary memo distributed in the committee packets, the four reports with revisions were posted on the web site for the seven day public comment period.

On a motion by Mr. Weseman, seconded by Mr. Nunes the not exempt and exempt project amendments, including the Bus Rapid Transit projects, were amended into the TIP. Vote: All Ayes. Motion Carried.

## **6.2 Rescission Table**

Ms. Ostdick explained that the rescission table included in the packet breaks down the various local funding sources, who programs those dollars, and when the dollars are safe from rescission. The table outlines which funding is eligible for rescission, she also reminded the committee that an \$8 billion rescission of unobligated balances is included in SAFETEA-LU. All programming agencies in the region have been made aware of this and are working to spend down the unobligated balances. With no unobligated balance there would be no rescissions. This table also explains when local funds are safe.

## **6.3 Attachment A**

Staff developed a revised attachment A which officially updates the annual element of the TIP to federal fiscal year (FFY) to 2009. With this change and with no line items in FFY2008, FFY12 will now be considered part of the TIP and not informational.

On a motion by Ms. Trigg, seconded by Mr. Kopec, the revised Attachment A was approved. Vote: All Ayes. Motion Carried

## **6.4 State/Regional Resources Table**

Staff updated the State/Regional Resources Table, so that the TIP to reflect the most current information on funding available for programming. Staff worked with RTA and IDOT to update the table.

On a motion by Mr. Nunes, seconded by Mr. Weseman, the updated State/Regional resources table was approved. Vote: All Ayes. Motion Carried

## **6.5 Proposed Meeting Dates for 2009**

Staff worked with IDOT's Bureaus of Programming and Local Roads from District One to develop a schedule that will accommodate the letting schedule and TIP changes. The best dates for all parties were roughly the federal authorization dates. Due to this fact there are fewer meeting scheduled, although the meetings will still occur on Fridays, the Fridays will vary. The meeting dates have been coordinated with the semi-annual conformity amendments and the approval process of the MPO Policy Committee and CMAP Board.

Mr. Riddle and Mr. Donovan were not sure that the dates would work with the Chicago Metro Office of the FHWA/FTA. DuPage County offered to host an off-site meeting at the Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC) located at the DuPage airport. Ms. Hamilton and the committee agreed to defer the approval of the meeting dates for 2009 until the December TC meeting.

## **7.0 GO TO 2004 Update**

### **7.1 Strategy Research and Scenario Modeling**

Mr. Dean informed the committee that a series of meetings would be held over the winter and early spring to discuss the strategies being investigated by CMAP for *GO TO 2040*. The purpose of these meetings is to receive feedback on the analysis conducted by CMAP staff to determine the costs and benefits of these strategies. These will be held as “webinars” and all CMAP committee members will be invited to participate. In addition, the Transportation committee will receive updates on relevant topics as they are analyzed.

### **7.2 Public – Private Partnership Research**

Mr. Dean stated that CMAP had contracted with the Volpe Center to produce reports on several topics, including the use of public-private partnerships, and that a report on that subject was included in the meeting materials. He noted that the report was not meant to make specific recommendations for action, but to identify potential roles that CMAP could play, based on the experience of other MPOs. Ms. Hamilton stated that in reviewing the report she found the CREATE information was not accurate. The CREATE program moves forward as a joint venture between the railroads, IDOT, and the City of Chicago Department of Transportation.

The committee expressed interest in discussing the topic at length at a future meeting.

### **7.3 Air Quality Snapshot**

Ms. Heery presented an overview of the progress on the Regional Air Quality Snapshot, focusing on the analysis of existing conditions. This included regional trends of ground-level ozone and fine particulate matter concentrations, as well as source categories. It was noted that on-road mobile sources have seen significant downward trends in the last 15 years. A member asked whether the analysis had looked at fleet make-up as a cause for this downward trend in mobile source emissions, and recommended evaluating the work done in the

Texas Transportation Institute's Urban Mobility Report. Another question was whether the analysis included a study of the potential air quality benefits of high-speed rail. The response was that this Snapshot is focusing on current conditions in the region, but that this may be included in one of the strategy papers, such as the forthcoming paper on alternative fuels.

#### **7.4 Financial Plan**

Mr. Maloney discussed having members of the committee assist CMAP staff with assumptions about transportation unit costs for the financial section of the *GO TO 2040* plan. A number of members of the committee voiced their interest in meeting with CMAP staff to review these costs in early December, including RTA, City of Chicago, IDOT, CTA and Pace.

Mr. Cuculich asked if the transportation committee was the parent committee for the financial plan. Mr. Maloney said no and commented that every working committee would have a voice. Mr. Cuculich stated that everyone should be able to comment on the assumptions being used for the plan. CMAP staff will be following up with members of the committee regarding meetings to review costs assumptions in the next few weeks.

#### **8.0 A National Evaluation of User Outcomes of Employment Transportation Service Funded by the JARC Program**

Ms. Thakuriah discussed research done to evaluate user outcomes funded by the JARC program. The presentation may be found at <http://www.cmap.illinois.gov/WorkArea/showcontent.aspx?id=11694>

#### **9.0 DuPage County Web-based Crash Analysis Application**

Mr. Loper gave a demonstration and presentation on DuPage County's UWP-funded traffic crash data analysis system. The DuPage system uses IDOT processed police crash reports. The system is available to communities throughout the county for police, engineering and safety program activities. It was asked if the software was specially developed or if it is available for other agency use. Mr. Loper replied that several other agencies were using this software.

#### **10.0 Public Comment**

There was no public comment.

#### **11.0 Other Business**



Mr. Zucchero shared with the committee that the Tollway hosted a public hearing on Friday (November 7, 2008) on the proposed Congestion-Relief Program Phase Two – *Tomorrow's Transportation Today* and its accompanying funding plan. He stated the public comment period was ending today (November 14<sup>th</sup>), and asked if there were any comments.

Members were reminded that following the TC meeting, the CMAQ project selection committee would meet in the DuPage room.

#### **12.0 Next Meeting**

The next meeting is scheduled for December 12, 2008 at 9:30 a.m. in the Cook County Room.

#### **13.0 Adjournment**

A motion was made and seconded for adjournment. The meeting adjourned at 10:55 a.m.

**Respectfully Submitted,**

A handwritten signature in blue ink, appearing to read "Teri Dixon", is written over a faint, light blue circular stamp.

**Teri Dixon  
Senior Planner  
Staff Liaison**

**Transportation Committee Members:**

___ Charles Abraham	___ Fran Klaas	___ Joe Schofer
___ Vanessa Adams ***	___ Don Kopec	___ Peter Skosey
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Chris DiPalma ***	___ Jan Metzger	___ David Simmons
___ Rocky Donahue	___ Arlene J. Mulder	___ Steve Strains
___ John Fortmann	___ Randy Neufeld	___ Vonu Thakuriah
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___ Jack Groner	___ Thomas Rickert	___ Tom Zapler
___ Luann Hamilton*	___ Mike Rogers	___ Rocco Zuccherro
 *Chair	 **Vice-Chair	 ***Non-voting



# Non-Exempt Projects Requiring a TIP Amendment

## Transportation Committee Meeting of January 16, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-04-0009 Southwest Council of Mayors	LINE ITEM	\$560	\$0	(\$560)	-100.00%	Yes	Yes
IL 7 WOLF RD FROM 167TH ST (COOK/ORLAND PARK) TO 183RD ST (COOK/ORLAND PARK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-I	09	\$800	\$560		
	ILL	CONSTRUCTION	10	\$464	\$0	1771280900, FOR H-RS, SHARE	
Financial Data After Revision	ILL	CONSTRUCTION	10	\$464	\$0	1771280900, FOR H-RS, SHARE	

### These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-L	ENGINEERING-I	MYB	\$800	\$560	
STP-L	CONSTRUCTION	MYB	\$1,000	\$700	E3
STP-L	ENGINEERING-II	MYB	\$1,760	\$1,000	
STP-L	CONSTRUCTION	MYB	\$7,000	\$1,000	

07-08-0045 IDOT District 1 Division of Highways	LINE ITEM	\$270	\$180	(\$90)	-33.33%	No	Yes
IL 83 AT WALLACE STREET (COOK/HARVEY)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	10	\$300	\$270	1775810000	
Financial Data After Revision	HSIP	ROW ACQUISITION	11	\$200	\$180	1775810001	
	HSIP	CONSTRUCTION	12	\$300	\$270	1775810000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-07-0010 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM		\$945	\$945	999.99%	Yes	Yes
ARDMORE AVENUE FROM 16TH STREET (DUPAGE/OAKBROOK TERRACE) TO IL 56 BUTTERFIELD ROAD (DUPAGE/OAKBROOK TERRACE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - EXTEND ROAD  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$7,254	\$945
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<b>10-94-0008 IDOT District 1 Division of Highways</b>	LINE ITEM		\$8,776	\$8,776	999.99%	Yes	Yes
US 45 LAKE AVE FROM IL 120 (LAKE/GRAYSLAKE) TO IL 137 (LAKE/LIBERTYVILLE) PHASE 1 STUDY IL 132 TO IL 176							

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	09	\$11,000	\$8,776	1710971400
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<b>18-07-0667 METRA</b>		\$7,228	(\$7,228)	-100.00%	Yes	Yes
STAR RR LINE FROM (COOK/HOFFMAN ESTATES) TO (WILL/JOLIET) NEW STAR RR LINE ALONG EJ & E CORRIDOR FROM OHARE AIRPORT TO JOLIET RTP PROJECT						

**Project Work Types After Revision:** RAIL LINE - NEW LINE

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309A	ENGINEERING-I	MYB	\$1,000	\$1,000	3867	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-07-0668 METRA</b>		\$7,228		(\$7,228)	-100.00%	Yes	Yes

SE SERVICE NEW START FROM LASALLE ST. STATION (COOK/CHICAGO) TO (WILL/BALMORAL PARK) NEW SE SERVICE RR LINE ALONG UP-CSX FREIGHT ROW BETWEEN LASALLE S

**RTP PROJECT**

**Project Work Types After Revision:** RAIL LINE - NEW LINE

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309A	ENGINEERING-I	MYB	\$1,000	\$1,000	3868	

<b>18-07-0670 METRA</b>	\$7,228	(\$7,228)	-100.00%	Yes	Yes
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UP NORTHWEST RR LINE FROM OGILVIE TRANSPORTATION CENTER (COOK/CHICAGO) TO (MCHEMRY/HARVARD) AND MCHEMRY BRANCH EXTENSION TO JOHNSBURG

**RTP PROJECT**

**Project Work Types After Revision:** RAIL LINE - EXTEND LINE  
RAIL LINE - IMPROVE LINE

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309A	ENGINEERING-I	MYB	\$1,000	\$1,000	3870	

<b>02-02-9001 CTA</b>	LINE ITEM	\$9,196	\$14,108	\$4,912	53.41%	Yes	No
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YELLOW LINE EXTENSION FROM DEMPSTER ST (COOK/SKOKIE) TO OLD ORCHARD RD (COOK/SKOKIE)

**RTP PROJECT**

**Project Work Types After Revision:** RAIL LINE - EXTEND LINE  
STATION - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$11,495	\$9,196	OAKTON NEW STATION	
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$17,635	\$14,108	OAKTON NEW STATION	

			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Project:								
09-03-0001	Kane County Division of Transportation	LINE ITEM	\$3,000	\$3,000	\$0	0.00%	No	Yes
RANDALL RD AT FABYAN PKWY (KANE/GENEVA & BATAVIA) INTERSECTION IMPROVEMENT								
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES BICYCLE FACILITY HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	IMPLEMENTATION	09	\$4,500	\$3,000	ROW/CONST	
		GEN-OP	ENGINEERING-I	09	\$500	\$0		
		GEN-OP	ENGINEERING-II	09	\$400	\$0		
Financial Data After Revision		CMAQ	IMPLEMENTATION	09	\$1,500	\$1,000	ROW/CONST	
		GEN-OP	ENGINEERING-I	09	\$500	\$0		
		GEN-OP	ENGINEERING-II	09	\$400	\$0		
		CMAQ	CONSTRUCTION	10	\$3,000	\$2,000		
Totals for	9 Projects			\$34,710	\$27,009	(\$7,701)	-22.2%	



# Non-Exempt Projects with Modifications

## Transportation Committee Meeting of January 16, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-06-0043 DuPage Council of Mayors	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
BOOK RD FROM RICKERT DR (DUPAGE/NAPERVILLE) TO 75TH ST (DUPAGE/NAPERVILLE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

### Financial Data Before Revision

<b>Financial Data After Revision</b>	GEN-OP ENGINEERING	11	\$72	\$0
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09-06-0014 Kane/Kendall Council of Mayors	LINE ITEM	\$4,259	\$4,702	\$443	10.40%	No	No
INDIAN TRAIL FROM MITCHELL (KANE/AURORA) TO FARNSWORTH (KANE/AURORA)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$8,199	\$1,700		
	HPP	CONSTRUCTION	11	\$3,119	\$2,559	1201600000	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$3,125	\$2,500	1201600000	
	STP-L	CONSTRUCTION	09	\$4,416	\$2,202	INCLUDES E3	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-96-0018 KANE COUNTY DIVISION OF TRA</b>	LINE ITEM	\$73,201	\$75,201	\$2,000	2.73%	No	No
STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE/ST CHARLES TWP) TO EAST OF DUNHAM RD (KANE/ST CHARLES TWP) AND OVER FOX RIVER							

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$279	\$223	REMAINDER E2/ROW FOR INTE	
	DEM	CONSTRUCTION	09	\$5,625	\$4,500		
	HPP	CONSTRUCTION	09	\$107,984	\$63,186		
	ILL	ROW ACQUISITION	09	\$9,820	\$0		
	STP-C	CONSTRUCTION	09	\$3,187	\$2,550		
	STP-E	CONSTRUCTION	09	\$302	\$242	102182	
	STP-L	CONSTRUCTION	09	\$3,350	\$2,500		
	GEN-OP	ROW ACQUISITION	12	\$7,000	\$0		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	INTERSECTION IMPROVEMENT	
	DEM	CONSTRUCTION	09	\$5,625	\$4,500		
	HPP	CONSTRUCTION	09	\$107,984	\$63,186		
	ILL	ROW ACQUISITION	09	\$9,820	\$0		
	STP-C	CONSTRUCTION	09	\$3,187	\$2,550		
	STP-E	CONSTRUCTION	09	\$302	\$242	102182	
	STP-L	CONSTRUCTION	09	\$3,350	\$2,500		
	GEN-OP	ROW ACQUISITION	12	\$7,000	\$0		

<b>09-05-0001 CMAP</b>	LINE ITEM	\$1,093	\$1,093	\$0	0.00%	No	No
GALENA BLV FROM ORCHARD RD (KANE/AURORA) TO LOCUST ST (KANE/AURORA)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$1,366	\$1,093		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$1,366	\$1,093	INCLUDES E3	



Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-08-0003 CMAP</b>		LINE ITEM	\$1,288	\$1,600	\$312	24.22%	No	No
IL 83 147TH ST FROM HOMAN AVE (COOK) TO I- 57 DAN RYAN EXPRESSWAY (COOK)								
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING								
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		CMAQ	CONSTRUCTION	09	\$1,610	\$1,288		
<b>Financial Data After Revision</b>		CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		
<hr/>								
<b>09-06-0065 CMAP</b>		LINE ITEM	\$826	\$1,403	\$577	69.85%	No	No
NEW YORK ST FROM FARNSWORTH AVE (KANE/AURORA) TO IL 31 LAKE ST (KANE/AURORA)								
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING								
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		CMAQ	CONSTRUCTION	09	\$1,032	\$826		
<b>Financial Data After Revision</b>		CMAQ	CONSTRUCTION	09	\$1,754	\$1,403	INCLUDES E3	
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<b>Totals for</b>	<b>6 Projects</b>			<b>\$80,667</b>	<b>\$83,999</b>	<b>\$3,332</b>	<b>4.1%</b>	



**Exempt Projects Requiring a TIP Amendment**  
**Transportation Committee Meeting of January 16, 2009**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-08-0001 CMAP NORTH BRANCH BICYCLE TRAIL EXTENSION		\$2,988		(\$2,988)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$299	\$239		
	CMAQ	ENGINEERING-I	09	\$449	\$359		
	CMAQ	CONSTRUCTION	10	\$2,988	\$2,390		

**Financial Data After Revision**

01-09-0001 IDOT District 1 Division of Highways I- 90 94 KENNEDY EXPY AT OHIO STREET RAMPS (COOK/CHICAGO)	NEW PROJECT			\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	09	\$195	\$0	1702000001
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03-08-0014 IDOT District 1 Division of Highways PALATINE RD AT EB&WB FRONTAGE RDS (COOK/ARLINGTON HEIGHTS) AT DES PLAINES RIVER	LINE ITEM			\$268	\$268	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$335	\$268	1702020001
	BRR	CONSTRUCTION	12	\$2,250	\$1,800	1707370200

Project:			Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase	
03-09-0015 IDOT District 1 Division of Highways			NEW PROJECT		\$90	\$90	999.99%	Yes	Yes	
IL 58 GOLF ROAD AT SHALES PARKWAY / COUNTRYFIELD LN (COOK)										
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
Financial Data Before Revision										
Financial Data After Revision		HSIP	ROW ACQUISITION	11	\$100	\$90	1777390001			
		HSIP	CONSTRUCTION	12	\$600	\$540	1777390000			
05-06-0019 IDOT Office of Planning & Programming			NEW PROJECT		\$336	\$336	999.99%	Yes	Yes	
VARIOUS LOCATIONS - RIVERSIDE AT RAILWAY WATER TOWER CAMPUS (COOK/RIVERSIDE)										
Project Work Types After Revision:			ENHANCEMENT - LANDSCAPING							
Financial Data Before Revision										
Financial Data After Revision		STP-E	IMPLEMENTATION	09	\$420	\$336				
06-02-0108 Southwest Council of Mayors			LINE ITEM		\$996	\$1,066	\$70	7.03%	No	Yes
MCCARTHY ROAD FROM DERBY ROAD (COOK/LEMONT) TO ARCHER AVENUE (COOK/LEMONT)										
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment		Awarded	
		STP-L	CONSTRUCTION	11	\$1,423	\$996				
Financial Data After Revision		STP-L	ENGINEERING-II	10	\$100	\$70	INTERSECTION IMPROVEMENT			
		STP-L	CONSTRUCTION	11	\$1,423	\$996				

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-03-0003 METRA</b>	NEW PROJECT		\$903	\$903	999.99%	Yes	Yes
GENEVA STATION PARKING ON UPR FROM BATAVIA AVENUE (KANE/GENEVA) TO THIRD STREET (KANE/GENEVA)							

**Project Work Types After Revision:** PARKING - NEW LOT OR GARAGE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309C	IMPLEMENTATION	09	\$903	\$903	3864,P-550
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<b>09-09-0019 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$2,138	\$2,138	999.99%	Yes	Yes
IL 72 AT IL 31 (KANE/WEST DUNDEE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	ROW ACQUISITION	10	\$500	\$450	1775610001
	HSIP	CONSTRUCTION	11	\$1,875	\$1,688	1775610000

<b>10-09-0021 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$360	\$360	999.99%	Yes	Yes
IL 173 AT TIFFANY ROAD (LAKE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	ROW ACQUISITION	11	\$400	\$360	1775870001
	HSIP	CONSTRUCTION	12	\$1,000	\$900	1775870000

<b>10-09-0022 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$1,998	\$1,998	999.99%	Yes	Yes
VARIOUS ROUTES IN LAKE COUNTY AT VARIOUS (LAKE)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$2,220	\$1,998	1780650000
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-99-0105 LAKE COUNTY COUNCIL OF MAYO</b>		LINE ITEM	\$267	\$935	\$668	250.19%	Yes	No
WILMOT ROAD FROM DEERFIELD ROAD (LAKE/DEERFIELD) TO LAKE COOK ROAD (LAKE/DEERFIELD)								
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)								
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		STP-L	CONSTRUCTION	11	\$381	\$267		
<b>Financial Data After Revision</b>		STP-L	CONSTRUCTION	09	\$2,335	\$935		
<hr/>								
<b>11-06-0015 IDOT District 1 Division of Highways</b>		DELETE PROJECT	\$1,340		(\$1,340)	-100.00%	Yes	Yes
IL 23 AT KISWAUKEE RIVER OVERFLOW (MCHENRY/UNINC)								
<b>Project Work Types After Revision:</b>								
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		BRR	CONSTRUCTION	09	\$1,675	\$1,340	1772320100	
<b>Financial Data After Revision</b>								
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<b>12-04-0006 Will County Council of Mayors</b>		LINE ITEM	\$920	\$1,856	\$936	101.74%	Yes	No
RATHJE RD FROM WILMINGTON- PEOTONE RD (WILL/PEOTONE) TO CORNING (WILL/PEOTONE)								
<b>Project Work Types After Revision:</b> PEDESTRIAN FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)								
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		STP-L	CONSTRUCTION	09	\$1,400	\$920		
<b>Financial Data After Revision</b>		STP-L	CONSTRUCTION	09	\$2,850	\$1,856	INCLUDES E3	
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-09-0018 IDOT District 1 Division of Highways	NEW PROJECT				\$2,592	\$2,592	999.99%	Yes	Yes
VARIOUS ROUTES IN WILL COUNTY AT VARIOUS (WILL)									
Project Work Types After Revision: SIGNALS - MODERNIZATION									
Financial Data Before Revision									
Financial Data After Revision	HSIP	CONSTRUCTION	09	\$2,880	\$2,592	1780670000			
12-09-0019 IDOT District 1 Division of Highways	NEW PROJECT				\$0	\$0	0.00%	No	No
I- 55 FROM IL 53 (WILL/BOLINGBROOK) TO JOLIET ROAD (WILL/BOLINGBROOK)									
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE									
Financial Data Before Revision									
Financial Data After Revision	ILL	CONSTRUCTION	09	\$830	\$0	1781190000			
13-09-0006 IDOT District 1 Division of Highways	NEW PROJECT				\$32,054	\$32,054	999.99%	Yes	Yes
HIGHWAY SAFETY IMPROVEMENT PROJECTS AT VARIOUS									
Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS									
Financial Data Before Revision									
Financial Data After Revision	HSIP	CONSTRUCTION	09	\$8,679	\$7,811	1726770300			
	HSIP	CONSTRUCTION	10	\$16,354	\$14,718	1726770700			
	HSIP	CONSTRUCTION	11	\$10,583	\$9,525	1726770800			
	HSIP	CONSTRUCTION	12	\$13,902	\$12,512	1726770900			
These Line Items are Illustrative Only -- They Are NOT Part of the TIP									
	HSIP	CONSTRUCTION	MYB	\$17,752	\$15,977	1726771100			

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>13-97-0002 CMAP</b>	LINE ITEM	\$250	\$550	\$300	120.00%	Yes	No

CLEAN AIR PUBLIC INFORMATION REGIONWIDE CLEAN AIR EDUCATION CAMPAIGN

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	IMPLEMENTATION	09	\$313	\$250		
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$688	\$550		

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<b>17-06-0010 PACE</b>	LINE ITEM		\$2,000	\$2,000	999.99%	Yes	Yes
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PACE - REGIONWIDE TSP CORRIDORS

**Project Work Types After Revision:** FACILITY - SIGNAL PRIORITY FOR TRANSIT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309C	IMPLEMENTATION	10	\$1,000	\$1,000
	5309C	IMPLEMENTATION	11	\$1,000	\$1,000
	5309C	IMPLEMENTATION	12	\$1,000	\$1,000

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
5309C	IMPLEMENTATION	MYB	\$500	\$500	FY 13

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<b>17-07-0040 PACE</b>	LINE ITEM		\$1,000	\$1,000	999.99%	Yes	Yes
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PACE - PURCHASE MOBILE DATA TERMINALS

**Project Work Types After Revision:** CPS - COMMUNICATIONS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	11	\$700	\$700
	5309C	IMPLEMENTATION	11	\$300	\$300

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>17-08-0040 PACE</b> PACE - BUS SAFETY SYSTEM	LINE ITEM		\$550	\$550	999.99%	Yes	Yes

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$500	\$500
	5307	IMPLEMENTATION	11	\$50	\$50
	5307	IMPLEMENTATION	12	\$100	\$100

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
5307	IMPLEMENTATION	MYB	\$1,000	\$1,000	FY13

<b>17-09-0033 PACE</b> PARK-N-RIDE IN HOMEWOOD AT HALSTED ST. & RIDGE ROAD (COOK/HOMEWOOD)	NEW PROJECT		\$500	\$500	999.99%	Yes	Yes
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**Project Work Types After Revision:** PARKING - EXPAND NUMBER OF SPACES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$500	\$500
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
17-94-0002 PACE	LINE ITEM	\$2,850	\$15,890	\$13,040	457.54%	Yes	No

PACE-PURCHASE REPLACEMENT AND EXPANSION VANS AT (REGIONWIDE) SYSTEMWIDE- PURCHASE VANS; MINOR EXPANSION OF FLEET

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$2,850	\$2,850		
	RTA	IMPLEMENTATION	09	\$3,000	\$0	INTEND TO APPLY FOR CMAQ	
	RTA	IMPLEMENTATION	10	\$3,000	\$0	INTEND TO APPLY FOR CMAQ	
	RTA	IMPLEMENTATION	11	\$3,000	\$0	INTEND TO APPLY FOR CMAQ	
	RTA	IMPLEMENTATION	12	\$3,000	\$0	INTEND TO APPLY FOR CMAQ	
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$2,000	\$2,000	FY07	
	CMAQ	IMPLEMENTATION	09	\$2,850	\$2,850	FY08	
	5307	IMPLEMENTATION	10	\$5,840	\$5,840		
	RTA	IMPLEMENTATION	10	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	11	\$5,200	\$5,200		
	RTA	IMPLEMENTATION	11	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	12	\$2,840	\$2,840		
	RTA	IMPLEMENTATION	12	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

5307	IMPLEMENTATION	MYB	\$4,400	\$4,400	FY13
RTA	IMPLEMENTATION	13	\$5,400	\$5,400	INTEND TO APPLY FOR CMAQ

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
17-94-0008 PACE	LINE ITEM	\$18,966	\$11,470	(\$7,496)	-39.52%	Yes	No

PACE-PURCHASE/REPLACE FIXED RTE BUSES

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$5,440	\$5,440		
	5309C	IMPLEMENTATION	09	\$226	\$226		
	5307	IMPLEMENTATION	10	\$7,700	\$7,700		
	5307	IMPLEMENTATION	11	\$5,600	\$5,600		
	5307	IMPLEMENTATION	12	\$9,100	\$9,100		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$11,470	\$11,470		
	ILL	IMPLEMENTATION	10	\$13,930	\$0		
	ILL	IMPLEMENTATION	11	\$10,300	\$0		
	ILL	IMPLEMENTATION	12	\$13,100	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	MYB	\$16,519	\$13,215		
ILL	IMPLEMENTATION	13	\$30,000	\$0		
5307	IMPLEMENTATION	MYB	\$7,500	\$7,500	FY13	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>17-94-0022 PACE</b>	LINE ITEM	\$1,100	\$1,805	\$705	64.09%	Yes	No
PACE-CONTINGENCIES & ADMINISTRATION							

**Project Work Types After Revision:** CONTINGENCY AND ADMINISTRATION

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$550	\$550		
	5307	IMPLEMENTATION	10	\$300	\$300		
	5307	IMPLEMENTATION	11	\$250	\$250		
	5307	IMPLEMENTATION	12	\$484	\$484		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$350	\$350		
	5307	IMPLEMENTATION	10	\$425	\$425		
	5309C	IMPLEMENTATION	10	\$255	\$255		
	5307	IMPLEMENTATION	11	\$775	\$775		
	5307	IMPLEMENTATION	12	\$540	\$540		
	5309C	IMPLEMENTATION	12	\$250	\$250		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$765	\$765	FY13	

<b>17-94-0024 PACE</b>	LINE ITEM	\$12,500	\$16,300	\$3,800	30.40%	Yes	No
PACE-COMPUTER SOFTWARE/HARDWARE							

**Project Work Types After Revision:** FACILITY - OFFICE FACILITIES/EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$5,600	\$5,600		
	5307	IMPLEMENTATION	10	\$3,900	\$3,900		
	5307	IMPLEMENTATION	11	\$3,000	\$3,000		
	5307	IMPLEMENTATION	12	\$1,800	\$1,800		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$5,100	\$5,100		
	5307	IMPLEMENTATION	10	\$5,600	\$5,600		
	5307	IMPLEMENTATION	11	\$5,600	\$5,600		
	5307	IMPLEMENTATION	12	\$4,300	\$4,300		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$2,000	\$2,000	FY13	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>17-94-0025 PACE</b>	LINE ITEM	\$1,175	\$200	(\$975)	-82.98%	Yes	No
PACE-OFFICE EQUIP/FURNITURE/PRINTIN							

**Project Work Types After Revision:** FACILITY - OFFICE FACILITIES/EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$200	\$200		
	5307	IMPLEMENTATION	10	\$475	\$475		
	5307	IMPLEMENTATION	11	\$500	\$500		
	5307	IMPLEMENTATION	12	\$475	\$475		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$100	\$100		
	5307	IMPLEMENTATION	11	\$100	\$100		
	5307	IMPLEMENTATION	12	\$100	\$100		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$100	\$100	FY13	

<b>17-94-0026 PACE</b>	LINE ITEM	\$1,900	\$3,251	\$1,351	71.11%	Yes	No
PACE-MAINTENANCE/SUPPORT EQUIPMENT							

**Project Work Types After Revision:** FACILITY - SHOP FACILITIES/EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$500	\$500		
	5307	IMPLEMENTATION	10	\$700	\$700		
	5307	IMPLEMENTATION	11	\$700	\$700		
	5307	IMPLEMENTATION	12	\$700	\$700		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$840	\$840		
	5309C	IMPLEMENTATION	09	\$11	\$11		
	5307	IMPLEMENTATION	10	\$2,000	\$2,000		
	5307	IMPLEMENTATION	11	\$400	\$400		
	5307	IMPLEMENTATION	12	\$370	\$370		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$350	\$350	FY13	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>17-94-0035 PACE</b>	LINE ITEM	\$3,300	\$900	(\$2,400)	-72.73%	Yes	No
PACE-BUS STOP IMPROVEMENTS/SHELTERS							

**Project Work Types After Revision:** FACILITY - SHOP FACILITIES/EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$800	\$800		
	5307	IMPLEMENTATION	10	\$1,000	\$1,000		
	5307	IMPLEMENTATION	11	\$1,500	\$1,500		
	5307	IMPLEMENTATION	12	\$1,500	\$1,500		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$100	\$100		
	5307	IMPLEMENTATION	10	\$300	\$300		
	5307	IMPLEMENTATION	11	\$500	\$500		
	5307	IMPLEMENTATION	12	\$500	\$500		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$500	\$500	FY13	

<b>17-94-0101 PACE</b>	LINE ITEM	\$14,134	\$0	(\$14,134)	-100.00%	Yes	Yes
PACE-PURCH. REPL. RADIO SYSTEM-SYSTEMWIDE							

**Project Work Types After Revision:** CPS - COMMUNICATIONS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$3,500	\$3,500		
	5307	IMPLEMENTATION	10	\$4,834	\$4,834		
	5307	IMPLEMENTATION	11	\$5,800	\$5,800		
	5307	IMPLEMENTATION	12	\$5,866	\$5,866		
<b>Financial Data After Revision</b>	ILL	IMPLEMENTATION	10	\$8,000	\$0		
	ILL	IMPLEMENTATION	11	\$8,000	\$0		
	ILL	IMPLEMENTATION	12	\$4,000	\$0		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
5307	IMPLEMENTATION	MYB	\$2,500	\$2,500	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-00-0242 Metra</b> METRA - 3325 BRIDGES, 18TH-55TH STS REHAB BRIDGES	DELETE PROJECT	\$2,800		(\$2,800)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$3,500	\$2,800	3325	

**Financial Data After Revision**

<b>18-00-0401 Metra</b> METRA - AF-401 14TH ST YARD UPGRADES FROM 14TH STREET (COOK/CHICAGO) TO CANAL STREET (COOK/CHICAGO)	DELETE PROJECT	\$800		(\$800)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	10	\$1,000	\$800	3345	
	5309B	IMPLEMENTATION	12	\$1,000	\$800	3345	

**Financial Data After Revision**

<b>18-01-0374 Metra</b> METRA - AG-374 CLEAN CAB RADIOS	DELETE PROJECT	\$400		(\$400)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	10	\$500	\$400	4050	

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-02-0121 Metra REGIONWIDE LOCOS AT VARIOUS METRA FACILITIES REGIONWIDE	DELETE PROJECT	\$0		\$0	0.00%	No	No

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILLT	IMPLEMENTATION	09	\$50	\$0		
	ILLT	IMPLEMENTATION	10	\$50	\$0		
	ILLT	IMPLEMENTATION	11	\$50	\$0		
	ILLT	IMPLEMENTATION	12	\$50	\$0		

**Financial Data After Revision**

18-03-0181 METRA	LINE ITEM	\$6,720	\$4,480	(\$2,240)	-33.33%	Yes	No
METRA - 3707,3708,3709 FLEET COMPONENT OVERHAUL AT REGIONWIDE REGIONWIDE - FLEET COMPONENT OVERHAULS							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	09	\$4,700	\$0		
	5307	IMPLEMENTATION	10	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	10	\$4,700	\$0		
	5307	IMPLEMENTATION	11	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	11	\$4,700	\$0		
	5307	IMPLEMENTATION	12	\$2,500	\$2,000		
	ILLT	IMPLEMENTATION	12	\$4,700	\$0		

Financial Data After Revision	5307	IMPLEMENTATION	09	\$2,800	\$2,240	AN-187
	5307	IMPLEMENTATION	09	\$2,800	\$2,240	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	09	\$4,236	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-07-0567 METRA</b> REGIONWIDE METRA PARKING LOTS	NEW PROJECT		\$1,360	\$1,360	999.99%	Yes	Yes

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
PARKING - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,700	\$1,360	4167,P-550
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<b>18-07-0669 METRA</b> UP WEST RR LINE FROM OGILVIE TRANSPORTATION CENTER (COOK/CHICAGO) TO (KANE/GENEVA) UP WEST LINE FROM DOWNTOWN CHICAGO TO GENEVA		\$7,228		(\$7,228)	-100.00%	Yes	Yes
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**Project Work Types After Revision:** RAIL LINE - IMPROVE LINE

**Financial Data Before Revision**

**Financial Data After Revision**

<b>18-08-1200 Metra</b> REGIONWIDE, REHAB OR IMPROVE LOCOS SYSTEMWIDE, REHABILITATE OR IMPROVE LOCOMOTIVES	DELETE PROJECT	\$19,564		(\$19,564)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$7,280	\$5,824	AF-111	
	5307	IMPLEMENTATION	10	\$8,390	\$6,712	AF-111	
	5307	IMPLEMENTATION	11	\$8,785	\$7,028	AF-111	
	5307	IMPLEMENTATION	12	\$9,395	\$7,516	AF-111	

**Financial Data After Revision**



<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-1500 METRA</b>	LINE ITEM	\$16,520	\$50,516	\$33,996	205.79%	Yes	No
SYSTEMWIDE, REHAB COMMUTER CARS SYSTEMWIDE							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$6,250	\$5,000	3905, 4204	
	5307	IMPLEMENTATION	10	\$7,200	\$5,760	4204, AL-151	
	5307	IMPLEMENTATION	11	\$7,200	\$5,760	AL-151	
	5307	IMPLEMENTATION	12	\$28,250	\$22,600	AL-151	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$13,500	\$10,800	4304	
	5307	IMPLEMENTATION	10	\$24,336	\$19,469	4204, AL-151	
	5307	IMPLEMENTATION	11	\$25,309	\$20,247	AL-151	
	5307	IMPLEMENTATION	12	\$43,870	\$35,096	AL-151	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$69,043	\$55,234		

<b>18-08-1700 METRA</b>		\$73,600		(\$73,600)	-100.00%	Yes	Yes
PURCHASE BI-LEVEL COMMUTER CARS REGIONWIDE							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$30,000	\$24,000	3913	
	5307	IMPLEMENTATION	10	\$32,000	\$25,600	3913	
	5307	IMPLEMENTATION	11	\$30,000	\$24,000	3913	
	5307	IMPLEMENTATION	12	\$36,000	\$28,800	3913	

**Financial Data After Revision**

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$1,000	\$800	3913	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-1903 Metra</b>	DELETE PROJECT	\$2,400		(\$2,400)	-100.00%	Yes	Yes
MAINTENANCE TRACKING SYSTEM REGIONWIDE							

**Project Work Types After Revision:**

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$3,000	\$2,400	3103	

**Financial Data After Revision**

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<b>18-08-2101 METRA</b>	<b>LINE ITEM</b>	<b>\$48,544</b>	<b>\$22,092</b>	<b>(\$26,452)</b>	<b>-54.49%</b>	<b>Yes</b>	<b>No</b>
TRACK INFRASTRUCTURE REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$560	\$448		
	5309B	IMPLEMENTATION	09	\$26,000	\$20,800		
	ILLT	IMPLEMENTATION	09	\$618	\$0	4126, AP-211, AN-203U, AN-234	
	5307	IMPLEMENTATION	10	\$200	\$160		
	5309B	IMPLEMENTATION	10	\$16,110	\$12,888		
	ILLT	IMPLEMENTATION	10	\$636	\$0	AN-203U, AN-233U, AN-207R, AN	
	5307	IMPLEMENTATION	11	\$900	\$720		
	5309B	IMPLEMENTATION	11	\$16,910	\$13,528		
	ILLT	IMPLEMENTATION	11	\$656	\$0		
	5309B	IMPLEMENTATION	12	\$18,960	\$15,168		
	ILLT	IMPLEMENTATION	12	\$676	\$0	AN-233M, AN-233E, AP-211, AN-	

<b>Financial Data After Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>
	5307	IMPLEMENTATION	09	\$2,165	\$1,732
	5309B	IMPLEMENTATION	09	\$25,450	\$20,360

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-2201 METRA</b>	LINE ITEM	\$7,200	\$2,400	(\$4,800)	-66.67%	Yes	No
ROAD/TRACK CROSSINGS REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5309B	IMPLEMENTATION	09	\$3,000	\$2,400	AN-215	
	5309B	IMPLEMENTATION	10	\$3,000	\$2,400	AN-215	
	5309B	IMPLEMENTATION	11	\$3,000	\$2,400	AN-215	
	5309B	IMPLEMENTATION	12	\$3,000	\$2,400	AN-215	
<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	09	\$3,000	\$2,400	AN-215	

<b>18-08-2500 METRA</b>	LINE ITEM	\$63,480	\$31,886	(\$31,594)	-49.77%	Yes	No
RAIL BRIDGES REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$500	\$400		
	5309B	IMPLEMENTATION	09	\$11,250	\$9,000		
	5307	IMPLEMENTATION	10	\$800	\$640		
	5309B	IMPLEMENTATION	10	\$34,950	\$27,960		
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	5309B	IMPLEMENTATION	11	\$30,550	\$24,440		
	5309B	IMPLEMENTATION	12	\$26,150	\$20,920		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,100	\$3,280		
	5309B	IMPLEMENTATION	09	\$8,500	\$6,800		
	5307	IMPLEMENTATION	10	\$25,958	\$20,766		
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	5309B	IMPLEMENTATION	12	\$28,077	\$22,462		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>				
5309B	IMPLEMENTATION	13	\$29,200	\$23,360

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-08-2700 METRA</b> STRUCTURAL IMPROVEMENTS REGIONWIDE	LINE ITEM	\$7,400	\$1,920	(\$5,480)	-74.05%	Yes	No

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$2,750	\$2,200		
	5309B	IMPLEMENTATION	10	\$750	\$600		
	5309B	IMPLEMENTATION	11	\$5,750	\$4,600		
	5309B	IMPLEMENTATION	12	\$5,850	\$4,680		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$400	\$320		
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600		

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<b>18-08-2701 METRA</b> RETAINING WALLS REGIONWIDE	LINE ITEM	\$9,720	\$3,280	(\$6,440)	-66.26%	Yes	No
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**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$550	\$440		
	5309B	IMPLEMENTATION	09	\$3,500	\$2,800		
	5309B	IMPLEMENTATION	10	\$4,050	\$3,240		
	5309B	IMPLEMENTATION	11	\$4,050	\$3,240		
	5309B	IMPLEMENTATION	12	\$4,050	\$3,240		
<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	09	\$4,100	\$3,280		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-3100 METRA RAIL SIGNAL SYSTEMS REGIONWIDE	LINE ITEM	\$12,080	\$1,440	(\$10,640)	-88.08%	Yes	No

Project Work Types After Revision: CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$9,300	\$7,440		
	5309B	IMPLEMENTATION	10	\$2,500	\$2,000		
	5307	IMPLEMENTATION	11	\$300	\$240		
	5309B	IMPLEMENTATION	11	\$3,000	\$2,400		
	5309B	IMPLEMENTATION	12	\$5,000	\$4,000		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$1,500	\$1,200		
	5309B	IMPLEMENTATION	09	\$300	\$240		

18-08-3200 METRA RAIL CROSSINGS REGIONWIDE	LINE ITEM	\$6,640	\$1,280	(\$5,360)	-80.72%	Yes	No
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Project Work Types After Revision: CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$3,000	\$2,400		
	5309B	IMPLEMENTATION	10	\$3,300	\$2,640		
	5309B	IMPLEMENTATION	11	\$2,000	\$1,600		
	5309B	IMPLEMENTATION	12	\$3,000	\$2,400		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$1,600	\$1,280		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-3300 METRA INTERLOCKERS AND CROSSOVERS REGIONWIDE	LINE ITEM	\$5,440	\$2,520	(\$2,920)	-53.68%	Yes	No

Project Work Types After Revision: CPS - POWER  
CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$150	\$120		
	5309B	IMPLEMENTATION	10	\$3,000	\$2,400		
	5307	IMPLEMENTATION	11	\$150	\$120		
	5309B	IMPLEMENTATION	11	\$3,500	\$2,800		
	5309B	IMPLEMENTATION	12	\$4,450	\$3,560		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$150	\$120		
	5309B	IMPLEMENTATION	10	\$3,000	\$2,400		

18-08-3400 METRA METRA ELECTRICAL SYSTEM REGIONWIDE	LINE ITEM	\$3,120	\$760	(\$2,360)	-75.64%	Yes	No
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Project Work Types After Revision: CPS - SIGNALS  
CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$300	\$240		
	5309B	IMPLEMENTATION	09	\$400	\$320		
	5307	IMPLEMENTATION	10	\$1,800	\$1,440		
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5309B	IMPLEMENTATION	11	\$400	\$320		
	5309B	IMPLEMENTATION	12	\$1,400	\$1,120		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$550	\$440		
	5309B	IMPLEMENTATION	09	\$400	\$320		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-08-3401 METRA</b> CATENARY WIRE, TRANSMISSION LINES ON METRA ELECTRIC DISTRICT	LINE ITEM	\$2,240	\$400	(\$1,840)	-82.14%	Yes	No

**Project Work Types After Revision:** CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$500	\$400		
	5307	IMPLEMENTATION	10	\$1,300	\$1,040		
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5307	IMPLEMENTATION	12	\$500	\$400		
	5309B	IMPLEMENTATION	12	\$1,000	\$800		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$500	\$400		

<b>18-08-3402 METRA</b> SIGNAL AND ELECTRICAL SYSTEMS REGIONWIDE	LINE ITEM	\$1,680	\$200	(\$1,480)	-88.10%	Yes	No
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**Project Work Types After Revision:** CPS - POWER  
CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$250	\$200		
	5307	IMPLEMENTATION	10	\$850	\$680		
	5309B	IMPLEMENTATION	10	\$500	\$400		
	5309B	IMPLEMENTATION	11	\$500	\$400		
	5307	IMPLEMENTATION	12	\$500	\$400		
	5309B	IMPLEMENTATION	12	\$600	\$480		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$250	\$200		

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-3600 METRA</b>	LINE ITEM	\$6,848	\$400	(\$6,448)	-94.16%	Yes	No
COMMUNICATIONS EQUIPMENT REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
CPS - COMMUNICATIONS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$1,650	\$1,320		
	5307	IMPLEMENTATION	10	\$180	\$144		
	5307	IMPLEMENTATION	11	\$6,730	\$5,384		
	5307	IMPLEMENTATION	12	\$50	\$40		
	5309B	IMPLEMENTATION	12	\$600	\$480		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$500	\$400		

<b>18-08-4200 METRA</b>	LINE ITEM	\$31,840	\$6,040	(\$25,800)	-81.03%	Yes	No
YARDS, SHOPS, FACILITIES REGIONWIDE							

**Project Work Types After Revision:** VEHICLE FACILITY - MAINTENANCE  
FACILITY - SHOP FACILITIES/EQUIPMENT  
FACILITY - TOWERS AND YARDS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$3,000	\$2,400		
	5309B	IMPLEMENTATION	09	\$6,800	\$5,440		
	5307	IMPLEMENTATION	10	\$2,500	\$2,000		
	5309B	IMPLEMENTATION	10	\$13,000	\$10,400		
	5307	IMPLEMENTATION	11	\$3,500	\$2,800		
	5309B	IMPLEMENTATION	11	\$11,000	\$8,800		
	5309B	IMPLEMENTATION	12	\$5,000	\$4,000		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,550	\$3,640		
	5309B	IMPLEMENTATION	09	\$3,000	\$2,400		



<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-4301 Metra</b>	DELETE PROJECT	\$1,200		(\$1,200)	-100.00%	Yes	Yes
TRAIN CREW FACILITIES REGIONWIDE							

**Project Work Types After Revision:**

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5309B	IMPLEMENTATION	11	\$1,500	\$1,200		
	5309B	IMPLEMENTATION	12	\$4,000	\$3,200		

**Financial Data After Revision**

<b>18-08-4500 METRA</b>	LINE ITEM	\$10,504	\$4,600	(\$5,904)	-56.21%	Yes	No
ROW MAINTENANCE EQUIPMENT REGIONWIDE							

**Project Work Types After Revision:** FACILITY - SHOP FACILITIES/EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$4,160	\$3,328		
	5309B	IMPLEMENTATION	09	\$325	\$260		
	5307	IMPLEMENTATION	10	\$3,155	\$2,524		
	5309B	IMPLEMENTATION	10	\$840	\$672		
	5307	IMPLEMENTATION	11	\$4,435	\$3,548		
	5309B	IMPLEMENTATION	11	\$215	\$172		
	5307	IMPLEMENTATION	12	\$3,080	\$2,464		
	5309B	IMPLEMENTATION	12	\$1,290	\$1,032		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$5,750	\$4,600		

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	09	\$520	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-5101 METRA VARIOUS STATIONS REGIONWIDE	LINE ITEM	\$9,960	\$5,320	(\$4,640)	-46.59%	Yes	No

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$6,150	\$4,920		
	5307	IMPLEMENTATION	10	\$3,150	\$2,520		
	5307	IMPLEMENTATION	11	\$3,150	\$2,520		
	5307	IMPLEMENTATION	12	\$3,150	\$2,520		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$6,650	\$5,320		

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18-08-6600 Metra	DELETE PROJECT	\$20,000		(\$20,000)	-100.00%	Yes	Yes
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METRA -SECURITY IMPROVEMENTS FOR HOMELAND SECURITY REGIONWIDE

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HLS	IMPLEMENTATION	09	\$5,000	\$5,000		
	HLS	IMPLEMENTATION	09	\$5,000	\$5,000		
	HLS	IMPLEMENTATION	10	\$5,000	\$5,000		
	HLS	IMPLEMENTATION	11	\$5,000	\$5,000		
	HLS	IMPLEMENTATION	12	\$5,000	\$5,000		
Financial Data After Revision							

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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
18-08-8200 METRA REGIONWIDE	LINE ITEM	\$24,480	\$1,668	(\$22,812)	-93.19%	Yes	No

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$10,200	\$8,160		
	5307	IMPLEMENTATION	10	\$10,200	\$8,160		
	5307	IMPLEMENTATION	11	\$10,200	\$8,160		
	5307	IMPLEMENTATION	12	\$10,200	\$8,160		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,010	\$808		
	5309B	IMPLEMENTATION	09	\$1,075	\$860		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
OTH	IMPLEMENTATION	09	\$200	\$0			

18-09-1210 METRA LOCOMOTIVE IMPROVEMENTS	NEW PROJECT		\$1,412	\$1,412	999.99%	Yes	Yes
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**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$865	\$692	P-121
	5307	IMPLEMENTATION	11	\$900	\$720	P-121
	5307	IMPLEMENTATION	12	\$936	\$749	P-121

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$973	\$778	P-121	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-1910 METRA</b> FLEET COMPONENT OVERHAUL REGIONWIDE	NEW PROJECT		\$4,943	\$4,943	999.99%	Yes	Yes

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$3,028	\$2,423	P-191
	5307	IMPLEMENTATION	11	\$3,150	\$2,520	P-191
	5307	IMPLEMENTATION	12	\$3,276	\$2,620	P-191

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	IMPLEMENTATION	10	\$5,029	\$0	P-191	
OTH	IMPLEMENTATION	11	\$5,231	\$0	P-191	
OTH	IMPLEMENTATION	12	\$5,440	\$0	P-191	
5307	IMPLEMENTATION	13	\$3,407	\$2,725	P-191	
OYH	IMPLEMENTATION	13	\$5,657	\$0	P-191	

<b>18-09-2030 METRA</b> TIES AND BALLAST REGIONWIDE	NEW PROJECT		\$13,256	\$13,256	999.99%	Yes	Yes
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**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$7,571	\$6,057	P-203
	5309B	IMPLEMENTATION	11	\$8,999	\$7,199	P-203
	5309B	IMPLEMENTATION	12	\$9,359	\$7,487	P-203

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309B	IMPLEMENTATION	13	\$9,733	\$7,786	P-203	

<b>18-09-2110 METRA</b> TRACK IMPROVEMENTS REGIONWIDE	NEW PROJECT		\$2,648	\$2,648	999.99%	Yes	Yes
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**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$1,622	\$1,298	P-211
	5307	IMPLEMENTATION	11	\$1,687	\$1,350	P-211
	5307	IMPLEMENTATION	12	\$1,755	\$1,404	P-211

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309B	IMPLEMENTATION	13	\$1,825	\$1,460	P-211	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-2150 METRA</b>	NEW PROJECT		\$5,266	\$5,266	999.99%	Yes	Yes
RAILROAD CROSSINGS - ROAD AND TRACK WORK REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$3,245	\$2,596	P-215
	5309B	IMPLEMENTATION	11	\$3,375	\$2,670	P-215
	5309B	IMPLEMENTATION	12	\$3,510	\$2,808	P-215

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$3,650	\$2,920	P-215	

<b>18-09-2210 METRA</b>	NEW PROJECT		\$2,118	\$2,118	999.99%	Yes	Yes
TRACK UNDERCUTTING AND SURFACING REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$1,298	\$1,038	P-221
	5309B	IMPLEMENTATION	11	\$1,350	\$1,080	P-221
	5309B	IMPLEMENTATION	12	\$1,404	\$1,123	P-221

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$1,460	\$1,168	P-221	

<b>18-09-2330 METRA</b>	NEW PROJECT		\$8,490	\$8,490	999.99%	Yes	Yes
REPLACE OR RENEW RAIL REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$4,651	\$3,721	P-233
	5309B	IMPLEMENTATION	11	\$5,962	\$4,769	P-233
	5309B	IMPLEMENTATION	12	\$6,200	\$4,960	P-233

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$5,232	\$4,185	P-233	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-2340 METRA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
NORTH CENTRAL SERVICE ALONG THE NORTH CENTRAL SERVICE RIGHT-OF-WAY.							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	IMPLEMENTATION	10	\$649	\$0	P-234	
OTH	IMPLEMENTATION	11	\$675	\$0	P-234	
OTH	IMPLEMENTATION	12	\$702	\$0	P-234	
OTH	IMPLEMENTATION	13	\$730	\$0	P-234	

<b>18-09-2710 METRA</b>	NEW PROJECT		\$5,521	\$5,521	999.99%	Yes	Yes
RETAINING WALLS REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$3,245	\$2,596	P-271
	5307	IMPLEMENTATION	11	\$3,656	\$2,925	P-271
	5307	IMPLEMENTATION	12	\$2,340	\$1,872	P-271

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309B	IMPLEMENTATION	13	\$3,650	\$2,920	P-271	

<b>18-09-2810 METRA</b>	NEW PROJECT		\$530	\$530	999.99%	Yes	Yes
TRACK FENCING REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$324	\$260	P-281
	5307	IMPLEMENTATION	11	\$337	\$270	P-281
	5307	IMPLEMENTATION	12	\$351	\$281	P-281

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	13	\$365	\$292	P-281	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-2940 METRA</b>	NEW PROJECT		\$1,324	\$1,324	999.99%	Yes	Yes
CATENARY STRUCTURES ON MED CATENARY STRUCTURES ALONG THE MED RIGHT-OF-WAY							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$811	\$649	P-294
	5307	IMPLEMENTATION	11	\$844	\$675	P-294
	5307	IMPLEMENTATION	12	\$877	\$702	P-294

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$912	\$730	P-294	

<b>18-09-2960 METRA</b>	NEW PROJECT		\$10,591	\$10,591	999.99%	Yes	Yes
STATION STRUCTURES ON THE MED AT COMMUTER STATIONS ON THE MED							

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$6,490	\$5,192	P-296
	5309B	IMPLEMENTATION	11	\$6,749	\$5,399	P-296
	5307	IMPLEMENTATION	12	\$7,019	\$5,615	P-296

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$7,300	\$5,840	P-296	

<b>18-09-2980 METRA</b>	NEW PROJECT		\$177	\$177	999.99%	Yes	Yes
STUCTURAL IMPROVEMENTS AT STATIONS REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$108	\$87	P-298
	5307	IMPLEMENTATION	11	\$112	\$90	P-298
	5307	IMPLEMENTATION	12	\$117	\$94	P-298

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$122	\$97	P-298	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-3010 METRA</b>	NEW PROJECT		\$11,806	\$11,806	999.99%	Yes	Yes
SIGNAL SYSTEM UPGRADES REGIONWIDE UPGRADE SIGNAL SYSTEMS INCLUDING CWT, BI-DIRECTIONAL, CODED TRACK, FIBER OPTIC, ETC. REGIONWIDE							

**Project Work Types After Revision:** CPS - SIGNALS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$6,490	\$5,192	P-301
	5309B	IMPLEMENTATION	11	\$8,268	\$6,614	P-301
	5309B	IMPLEMENTATION	12	\$6,317	\$5,054	P-301

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$7,908	\$6,327	P-301	

<b>18-09-3110 METRA</b>	NEW PROJECT		\$4,396	\$4,396	999.99%	Yes	Yes
CROSSING SIGNAL IMPROVEMENTS REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** CPS - SIGNALS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$3,245	\$2,596	P-311
	5309B	IMPLEMENTATION	11	\$2,250	\$1,800	P-311
	5309B	IMPLEMENTATION	12	\$2,340	\$1,872	P-311

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$3,650	\$2,920	P-311	

<b>18-09-3210 METRA</b>	NEW PROJECT		\$12,391	\$12,391	999.99%	Yes	Yes
SIGNAL INTERLOCKINGS REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** CPS - SIGNALS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$6,490	\$5,192	P-321
	5309B	IMPLEMENTATION	11	\$8,999	\$7,199	P-321
	5309B	IMPLEMENTATION	12	\$3,977	\$3,182	P-321

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$7,300	\$5,840	P-321	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-3310 METRA</b> SIGNAL BRIDGES METRA RIGHT OF WAY REGIONWIDE	NEW PROJECT		\$1,236	\$1,236	999.99%	Yes	Yes

**Project Work Types After Revision:** CPS - SIGNALS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$757	\$606	P-331
	5307	IMPLEMENTATION	11	\$787	\$630	P-331
	5307	IMPLEMENTATION	12	\$819	\$655	P-331

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$852	\$681	P-331	

<b>18-09-3410 METRA</b> ELECTRICAL EQUIPMENT & IMPROVEMENTS REGIONWIDE	NEW PROJECT		\$5,728	\$5,728	999.99%	Yes	Yes
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**Project Work Types After Revision:** CPS - POWER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$3,786	\$3,028	P-341
	5307	IMPLEMENTATION	11	\$3,375	\$2,700	P-341
	5307	IMPLEMENTATION	12	\$1,872	\$1,497	P-341

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$2,312	\$1,849	P-341	

<b>18-09-3510 METRA</b> ELEC WIRE & TRANSMISSION LINES REGIONWIDE REGIONWIDE	NEW PROJECT		\$2,118	\$2,118	999.99%	Yes	Yes
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**Project Work Types After Revision:** CPS - POWER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$1,298	\$1,038	P-351
	5307	IMPLEMENTATION	11	\$1,350	\$1,080	P-351
	5307	IMPLEMENTATION	12	\$1,170	\$936	P-351

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$1,460	\$1,168	P-351	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-3710 METRA</b>	NEW PROJECT		\$1,765	\$1,765	999.99%	Yes	Yes
ELECTRICAL SYSTEMS REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** CPS - POWER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$1,082	\$865	P-371
	5307	IMPLEMENTATION	11	\$1,125	\$900	P-371
	5307	IMPLEMENTATION	12	\$1,170	\$936	P-371

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$1,217	\$973	P-371	

<b>18-09-3910 METRA</b>	NEW PROJECT		\$1,412	\$1,412	999.99%	Yes	Yes
SWITCH HEATERS TO KEEP TRACK SWITCHES WORKING REGIONWIDE							

**Project Work Types After Revision:** CPS - SIGNALS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$865	\$692	P-391
	5307	IMPLEMENTATION	11	\$900	\$720	P-391
	5307	IMPLEMENTATION	12	\$936	\$749	P-391

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$973	\$779	P-391	

<b>18-09-3950 METRA</b>	NEW PROJECT		\$265	\$265	999.99%	Yes	Yes
SIGNAL BATTERIES & RECTIFIERS REGIONWIDE REGIONWIDE ON METRA RIGHT-OF-WAY							

**Project Work Types After Revision:** CPS - POWER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$162	\$130	P-395
	5307	IMPLEMENTATION	11	\$169	\$135	P-395
	5307	IMPLEMENTATION	12	\$175	\$140	P-395

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$182	\$146	P-395	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-4111 METRA</b>	NEW PROJECT		\$6,510	\$6,510	999.99%	Yes	Yes
IMPROVEMENTS AT METRA YARDS REGIONWIDE REGIONWIDE AT METRA YARDS							

**Project Work Types After Revision:** FACILITY - TOWERS AND YARDS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$3,245	\$2,596	P-411
	5309B	IMPLEMENTATION	11	\$4,893	\$3,914	P-411
	5309B	IMPLEMENTATION	12	\$5,264	\$4,211	P-411

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$4,867	\$3,893	P-411	

<b>18-09-4210 METRA</b>	NEW PROJECT		\$480	\$480	999.99%	Yes	Yes
METRA WORK CREW FACILITIES REGIONWIDE AT VARIOUS METRA YARDS							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$600	\$480	P-421
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<b>18-09-4211 METRA</b>	NEW PROJECT		\$3,963	\$3,963	999.99%	Yes	Yes
METRA BUILDINGS OTHER THAN STATIONS REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
FACILITY - SHOP FACILITIES/EQUIPMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	10	\$2,704	\$2,163	P-421
	5309B	IMPLEMENTATION	11	\$2,250	\$1,800	P-421
	5309B	IMPLEMENTATION	12	\$1,170	\$936	P-421

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	13	\$1,947	\$1,557	P-421	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-4310 METRA</b>	NEW PROJECT		\$883	\$883	999.99%	Yes	Yes
UNDERGROUND FUEL TANKS AND CONNECTIONS REGIONWIDE, GENERALLY AT METRA YARDS							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
FACILITY - TOWERS AND YARDS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$541	\$433	P-431
	5307	IMPLEMENTATION	11	\$562	\$450	P-431
	5307	IMPLEMENTATION	12	\$585	\$468	P-431

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$608	\$487	P-431	

<b>18-09-4410 METRA</b>	NEW PROJECT		\$9,685	\$9,685	999.99%	Yes	Yes
EQUIPMENT AND VEHICLES USED IN THE FIELD REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$5,931	\$4,745	P-441
	5307	IMPLEMENTATION	11	\$6,137	\$4,940	P-441
	5307	IMPLEMENTATION	12	\$5,779	\$4,623	P-441

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$4,446	\$3,556	P-441	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-4411 METRA</b> EQUIPMENT AT METRA OFFICES REGIONWIDE	NEW PROJECT		\$2,207	\$2,207	999.99%	Yes	Yes

**Project Work Types After Revision:** FACILITY - OFFICE FACILITIES/EQUIPMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$1,352	\$1,082	P-451
	5307	IMPLEMENTATION	11	\$1,406	\$1,125	P-451
	5307	IMPLEMENTATION	12	\$1,462	\$1,170	P-451

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	IMPLEMENTATION	10	\$541	\$0	P-451	
OTH	IMPLEMENTATION	11	\$562	\$0	P-451	
OTH	IMPLEMENTATION	12	\$585	\$0	P-451	
5307	IMPLEMENTATION	13	\$912	\$730	P-451	
OTH	IMPLEMENTATION	13	\$608	\$0	P-451	

<b>18-09-4720 METRA</b> METRA REVENUE ACCOUNTING SYSTEM AT JACKSON BOULEVARD (COOK/CHICAGO) 547 W. JACKSON, CORPORATE HEADQUARTERS	NEW PROJECT		\$4,196	\$4,196	999.99%	Yes	Yes
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**Project Work Types After Revision:** FACILITY - OFFICE FACILITIES/EQUIPMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$2,000	\$1,600	P-472
	5309B	IMPLEMENTATION	11	\$3,245	\$2,596	P-472
	5307	IMPLEMENTATION	12	\$3,375	\$2,700	P-472

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	13	\$3,510	\$2,808	P-472	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-5200 METRA</b>	NEW PROJECT		\$15,002	\$15,002	999.99%	Yes	Yes
REHAB STATIONS & PARKING REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE  
PARKING - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$3,066	\$2,453	P-520
	5309B	IMPLEMENTATION	10	\$6,612	\$5,290	P-520
	5307	IMPLEMENTATION	11	\$2,367	\$1,893	P-520
	5309B	IMPLEMENTATION	11	\$6,707	\$5,366	P-520
	5307	IMPLEMENTATION	12	\$10,589	\$8,471	P-520
	5309B	IMPLEMENTATION	12	\$1,320	\$1,056	P-520

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$2,117	\$1,694	P-520	
5309B	IMPLEMENTATION	13	\$9,183	\$7,346	P-520	

<b>18-09-7410 METRA</b>	NEW PROJECT		\$1,236	\$1,236	999.99%	Yes	Yes
VARIOUS PROJECT SUPPORT ACTIVITIES REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$757	\$606	P-741
	5307	IMPLEMENTATION	11	\$787	\$630	P-741
	5307	IMPLEMENTATION	12	\$819	\$655	P-741

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	13	\$852	\$681	P-741	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-7660 METRA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
CONTINGENCY AND ADMINISTRATION

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
OTH	IMPLEMENTATION	10	\$1,622	\$0	P-766
OTH	IMPLEMENTATION	11	\$1,687	\$0	P-766
OTH	IMPLEMENTATION	12	\$1,755	\$0	P-766
OTH	IMPLEMENTATION	13	\$1,825	\$0	P-766

<b>18-09-7890 METRA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HLS	IMPLEMENTATION	09	\$5,000	\$0	P-789
	HLS	IMPLEMENTATION	10	\$5,000	\$0	P-789
	HLS	IMPLEMENTATION	11	\$5,000	\$0	P-789
	HLS	IMPLEMENTATION	12	\$5,000	\$0	P-789

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
HLS	IMPLEMENTATION	13	\$5,000	\$0	P-789



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-09-7900 METRA REGIONWIDE REGIONWIDE	NEW PROJECT		\$0	\$0	0.00%	No	No

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS  
CONTINGENCY AND ADMINISTRATION

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	IMPLEMENTATION	09	\$7,384	\$0	P-790	
OTH	IMPLEMENTATION	10	\$7,679	\$0	P-790	
OTH	IMPLEMENTATION	11	\$7,986	\$0	P-790	
OTH	IMPLEMENTATION	12	\$8,306	\$0	P-790	
OTH	IMPLEMENTATION	13	\$8,638	\$0	P-790	

18-09-7940 METRA REGIONWIDE REGIONWIDE	NEW PROJECT		\$27,382	\$27,382	999.99%	Yes	Yes
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Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

Financial Data After Revision	5307	IMPLEMENTATION	09	\$7,700	\$6,160	P-794
	5309B	IMPLEMENTATION	09	\$2,300	\$1,840	P-794
	5307	IMPLEMENTATION	10	\$7,571	\$6,057	P-794
	5309B	IMPLEMENTATION	10	\$5,408	\$4,326	P-794
	5307	IMPLEMENTATION	11	\$6,749	\$5,399	P-794
	5309B	IMPLEMENTATION	11	\$4,499	\$3,600	P-794
	5307	IMPLEMENTATION	12	\$6,434	\$5,147	P-794
	5309B	IMPLEMENTATION	12	\$4,095	\$3,276	P-794

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	13	\$6,083	\$4,867	P-794	
5309B	IMPLEMENTATION	13	\$3,650	\$2,920	P-794	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-7960 METRA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	IMPLEMENTATION	10	\$1,298	\$0	P-796	
OTH	IMPLEMENTATION	11	\$1,350	\$0	P-796	
OTH	IMPLEMENTATION	12	\$1,404	\$0	P-796	
OTH	IMPLEMENTATION	13	\$1,460	\$0	P-796	

<b>18-09-7970 METRA</b>	NEW PROJECT		\$1,412	\$1,412	999.99%	Yes	Yes
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** CONTINGENCY AND ADMINISTRATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$433	\$346	P-797
	5309B	IMPLEMENTATION	10	\$433	\$346	P-797
	5307	IMPLEMENTATION	11	\$450	\$360	P-797
	5309B	IMPLEMENTATION	11	\$450	\$360	P-797
	5307	IMPLEMENTATION	12	\$468	\$374	P-797
	5309B	IMPLEMENTATION	12	\$468	\$374	P-797

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	13	\$487	\$389	P-797	
5309B	IMPLEMENTATION	13	\$487	\$390	P-797	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-94-0093 METRA</b>	LINE ITEM	\$10,400	\$2,800	(\$7,600)	-73.08%	Yes	No
METRA - 2539 BI DIR SIGNAL 11TH - 67TH ON THE METRA ELECTRIC DISTRICT FROM 11TH PLACE TO 67TH STREET IN CHICAGO,							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$6,000	\$4,800	2539	
	5309B	IMPLEMENTATION	10	\$4,000	\$3,200	2539	
	5309B	IMPLEMENTATION	11	\$3,000	\$2,400	2539	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$3,500	\$2,800		

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<b>18-97-0152 METRA</b>	LINE ITEM	\$2,020	\$800	(\$1,220)	-60.40%	Yes	No
METRA - AC-101_ CAR REHAB AT BNS RAILROAD LINE (REGIONWIDE)							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$2,525	\$2,020	3905	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,000	\$800		

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<b>18-97-0252 METRA</b>	NEW PROJECT	\$2,000	\$2,000	999.99%	Yes	Yes
75TH & 79TH ST. BRIDGES, MED FROM 75TH STREET (COOK/CHICAGO) TO 79TH STREET (COOK/CHICAGO)						

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	09	\$2,500	\$2,000	3919,P-250
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-98-0251 METRA</b>	NEW PROJECT		\$76,000	\$76,000	999.99%	Yes	Yes
BRIDGES ON NORTH LINE OF UPR FROM FULLERTON AVENUE (COOK/CHICAGO) TO BALMORAL AVENUE (COOK/CHICAGO) REHAB/REPLACE RAIL BRIDGES BETWEEN FULLERTON AND							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE  
RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5309B	IMPLEMENTATION	09	\$35,000	\$28,000	2112
	5309B	IMPLEMENTATION	10	\$30,000	\$24,000	2112
	5309B	IMPLEMENTATION	11	\$30,000	\$24,000	2112
	5309B	IMPLEMENTATION	12	\$25,000	\$20,000	2112

<b>18-98-0315 METRA</b>	LINE ITEM	\$8,000	\$1,200	(\$6,800)	-85.00%	Yes	No
METRA - AD-315 LAKE STREET INTERLOCKER AT LAKE ST INTERLOCKER MP 0.1 (COOK/CHICAGO) LAKE ST INTERLOCKER							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600	3337	
	5309B	IMPLEMENTATION	10	\$2,000	\$1,600	3337	
	5309B	IMPLEMENTATION	11	\$6,000	\$4,800	3337	
	5309B	IMPLEMENTATION	12	\$6,000	\$4,800	3337	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,500	\$1,200		

<b>18-98-0318 METRA</b>	LINE ITEM	\$9,600	\$4,240	(\$5,360)	-55.83%	Yes	No
METRA - AD-318 UNDERGROUND CABLE FROM (COOK/CHICAGO) TO (KANE/AURORA)							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$6,000	\$4,800	3446	
	5309B	IMPLEMENTATION	10	\$3,000	\$2,400	3446	
	5309B	IMPLEMENTATION	11	\$3,000	\$2,400	3446	
	5309B	IMPLEMENTATION	12	\$3,000	\$2,400	3446	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$5,300	\$4,240		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-98-0510 METRA</b>	LINE ITEM	\$181	\$4,181	\$4,000	2209.94%	Yes	No
80TH AVENUE STATION AT 80TH AVENUE (COOK/CHICAGO) 80TH AVE STATION							

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	IMPLEMENTATION	09	\$181	\$181	4068	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$5,000	\$4,000		
	5309C	IMPLEMENTATION	09	\$181	\$181	4068	

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<b>08-06-0014 DuPage Council of Mayors</b>	NEW PROJECT				\$89	\$89	999.99%	Yes	Yes
83RD ST FROM IL 83 (DUPAGE/BURR RIDGE) TO COUNTY LINE RD (DUPAGE/BURR RIDGE)									

**Project Work Types After Revision:** PEDESTRIAN FACILITY

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$118	\$89
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<b>03-06-0031 IDOT Office of Planning &amp; Programming</b>	CHANGE PROJECT				\$214	\$214	999.99%	Yes	Yes
HAWTHORNE SCHOOL BRIDGE REPLACEMENT PROJECT AT (COOK/WHEELING) PEDESTRIAN FACILITY OVER WHEELING DRAINAGE DITCH									

**Project Work Types After Revision:** PEDESTRIAN FACILITY

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-E	IMPLEMENTATION	09	\$435	\$214	ENGINEERING II AND CONSTRU
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-2400 Metra</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
METRA - CREATE ROW ACQUISITION							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	09	\$500	\$0
	ILLT	IMPLEMENTATION	10	\$10,000	\$0
	ILLT	IMPLEMENTATION	11	\$5,000	\$0
	ILLT	IMPLEMENTATION	12	\$5,000	\$0

<b>18-09-1410 Metra</b>	NEW PROJECT	\$0	\$0	0.00%	No	No
METRA - 4303 PURCHASE BI-LEVEL CARS						

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	10	\$30,000	\$0
	ILLT	IMPLEMENTATION	11	\$15,000	\$0
	ILLT	IMPLEMENTATION	12	\$15,000	\$0

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
ILLT	IMPLEMENTATION	13	\$20,000	\$0	

<b>18-09-1040 Metra</b>	NEW PROJECT	\$0	\$0	0.00%	No	No
METRA - PURCHASE UP TO 10 DIESEL LOCOMOTIVES						

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	10	\$40,000	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-08-0023 North Central Council of Mayors</b>	DELETE PROJECT	\$160		(\$160)	-100.00%	Yes	Yes
DICKENS AVENUE FROM ROBERTA AVENUE (COOK/NORTHLAKE) TO GENEVA AVENUE (COOK/NORTHLAKE) VILLAGE DRIVE: FROM LAPORTE AVENUE TO ROY AVENUE							

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	SEC112	CONSTRUCTION	09	\$160	\$160	DICKENS AVE, VILLAGE DR	

**Financial Data After Revision**

<b>16-00-0010 CTA</b>	CHANGE PROJECT	\$0	\$4,903	\$4,903	999.99%	Yes	Yes
CTA - 022.906 PERFORM RAIL CAR MAINTENANCE ACTIVITIES							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	RTA	IMPLEMENTATION	09	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	10	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	11	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	12	\$5,960	\$0	TC	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,903	\$4,903	FTA	
	RTA	IMPLEMENTATION	09	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	10	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	11	\$5,960	\$0	TC	
	RTA	IMPLEMENTATION	12	\$5,960	\$0	TC	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
RTA	IMPLEMENTATION	MYB	\$5,960	\$0	TC	FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>16-02-0005 CTA</b>	CHANGE PROJECT	\$0	\$4,443	\$4,443	999.99%	Yes	Yes
CTA - 171.133 REPAIR TRACK & STRUCTURE DEFECTS-SYSTEMWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	RTA	ENGINEERING-I	09	\$5,401	\$0	TC	
	RTA	ENGINEERING-I	10	\$5,401	\$0	TC	
	RTA	ENGINEERING-I	11	\$5,401	\$0	TC	
	RTA	IMPLEMENTATION	12	\$5,401	\$0	TC	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,443	\$4,443	P-1	
	RTA	IMPLEMENTATION	09	\$5,401	\$0	TC; ENG1->I	
	RTA	IMPLEMENTATION	10	\$5,401	\$0	TC; ENG1->I	
	RTA	IMPLEMENTATION	11	\$5,401	\$0	TC; ENG1->I	
	RTA	IMPLEMENTATION	12	\$5,401	\$0	TC; ENG1->I	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
RTA	IMPLEMENTATION	MYB	\$5,401	\$5,401	TC; FY13	

<b>16-03-0011 CTA</b>	CHANGE PROJECT	\$31,164	\$19,500	(\$11,664)	-37.43%	Yes	No
CTA - 150.028 IMPLEMENT SECURITY PROJECTS							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$11,664	\$11,664	FTA	
	HLS	IMPLEMENTATION	09	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	10	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	11	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	12	\$6,500	\$6,500	HOMELAND SECURITY	
<b>Financial Data After Revision</b>	HLS	IMPLEMENTATION	09	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	10	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	11	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	12	\$6,500	\$6,500	HOMELAND SECURITY	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
HLS	IMPLEMENTATION	MYB	\$6,500	\$6,500	HOMELABD SECURITY; FY13	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>16-08-0015 CTA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
CTA - 110.014 REAL TIME BUS ARRIVAL SIGNS REAL TIME BUS ARRIVAL SIGNS							

**Project Work Types After Revision:** CPS - COMMUNICATIONS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	RTA	IMPLEMENTATION	09	\$1,897	\$0	ICE
	SB	IMPLEMENTATION	09	\$474,243	\$0	SB

<b>16-08-0016 CTA</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
CTA - 073.171 AUTOMATIC BAY READING SYSTE AUTOMATIC BAY READING SYSTEM (GARAGES)							

**Project Work Types After Revision:** VEHICLE FACILITY - MAINTENANCE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	RTA	IMPLEMENTATION	09	\$1,280	\$0	ICE
	SB	IMPLEMENTATION	09	\$320	\$0	SB

<b>16-96-0050 CTA</b>	CHANGE PROJECT	\$0	\$4,186	\$4,186	999.99%	Yes	Yes
CTA - 021.803 PERFORM BUC MTC ACTIVITIES (TC)							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	RTA	IMPLEMENTATION	09	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	10	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	11	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	12	\$5,088	\$0	TC	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,186	\$4,186	ACM	
	RTA	IMPLEMENTATION	09	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	10	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	11	\$5,088	\$0	TC	
	RTA	IMPLEMENTATION	12	\$5,088	\$0	TC	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

RTA	IMPLEMENTATION	MYB	\$5,088	\$0	TC; FY13
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-06-0042 CMAP ERICK ST SIDEWALKS AT (MCHENRY/CRYSTAL LAKE)	DELETE PROJECT	\$69		(\$69)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$87	\$69	ENG2/CONST	

**Financial Data After Revision**

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11-95-0008 McHenry County Council of Mayors ERICK ST FROM IL 176 (MCHENRY/CRYSTAL LAKE) TO CRYSTAL LAKE AVE (MCHENRY/CRYSTAL LAKE)	CHANGE PROJECT	\$1,500	\$1,569	\$69	4.60%	No	Yes
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**Project Work Types After Revision:** PEDESTRIAN FACILITY  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$3,185	\$1,500		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$87	\$69	ENG2/CONST SIDEWALK	
	STP-L	CONSTRUCTION	09	\$3,185	\$1,500		

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<b>Totals for 118 Projects</b>				<b>\$528,188</b>	<b>\$539,772</b>	<b>\$11,584</b>	<b>2.2%</b>
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## Exempt Projects with Modifications

Transportation Committee Meeting of January 16, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-97-0039 IDOT District 1 Division of Highways	LINE ITEM	\$7,384	\$7,384	\$0	0.00%	No	No
I- 94 90 KENNEDY EXPY FROM HUBBARD CAVE (COOK/CHICAGO) TO I- 290 EISENHOWER (COOK/CHICAGO) DRAINAGE PROJECT EXTENDS FROM HUBBARD ST TO POLK ST, AND FR							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
BRIDGE/STRUCTURE - PAINT  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-II	09	\$750	\$0	1751030103	0
	I-M	CONSTRUCTION	09	\$1,105	\$994	1751030104; HUBBARD TO POL	
	ILL	ENGINEERING-II	10	\$347	\$0	1751030105	
	I-M	CONSTRUCTION	10	\$7,100	\$6,390	1770140000	
	ILL	CONSTRUCTION	11	\$4,000	\$0	1751030101	
Financial Data After Revision	ILL	ENGINEERING-II	09	\$750	\$0	1751030103	0
	I-M	CONSTRUCTION	09	\$1,105	\$994	1751030104; RAMP(EB) @ DES	
	ILL	ENGINEERING-II	10	\$347	\$0	1751030105	
	I-M	CONSTRUCTION	10	\$7,100	\$6,390	1770140000	
	ILL	CONSTRUCTION	11	\$4,000	\$0	1751030101	

02-99-0102 North Shore Council of Mayors	LINE ITEM	\$3,610	\$3,610	\$0	0.00%	No	No
US 41 SKOKIE BLVD. AT GOLF ROAD (COOK/SKOKIE)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	09	\$40	\$28		
	STP-L	CONSTRUCTION	09	\$5,346	\$3,582		
Financial Data After Revision	ILL	CONSTRUCTION	09	\$1,471	\$0	INCLUDES E3	
	STP-L	CONSTRUCTION	09	\$5,346	\$3,582	INCLUDES E3	
	STP-L	ENGINEERING-II	09	\$40	\$28		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-08-0013 IDOT District 1 Division of Highways</b>	LINE ITEM	\$1,440	\$1,440	\$0	0.00%	No	No
IL 43 WAUKEGAN RD FROM US 14 DEMPSTER ST (COOK/MORTON GROVE) TO MILWAUKEE AVE (COOK/MORTON GROVE)							

**Project Work Types After Revision:** SAFETY - LIGHTING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$1,800	\$1,440		
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,800	\$1,440	INCLUDES E3	

<b>04-07-0018 North Central Council of Mayors</b>	LINE ITEM	\$623	\$783	\$160	25.68%	No	No
WOLF RD FROM IL 64 NORTH AVE (COOK/NORTHLAKE) TO US 20 LAKE ST (COOK/NORTHLAKE) DICKENS AVE: FROM ROBERTA AVE TO GENEVA AVENUE; VILLAGE DR: FROM LAPOR							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$779	\$623		
<b>Financial Data After Revision</b>	SEC112	CONSTRUCTION	09	\$160	\$160		
	STP-L	CONSTRUCTION	09	\$886	\$623	INCLUDES E3	

<b>05-05-0003 CENTRAL COUNCIL OF MAYORS</b>	LINE ITEM	\$1,614	\$1,730	\$116	7.19%	No	No
GRAND BOULEVARD FROM GRANT AVENUE (COOK/BROOKFIELD) TO 31ST STREET (COOK/BROOKFIELD)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,398	\$1,614		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$2,642	\$1,730	INCLUDES E3	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	CONSTRUCTION	MYB	\$5,214	\$3,446		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-06-0016 Southwest Council of Mayors</b>	LINE ITEM	\$2,640	\$3,544	\$904	34.24%	No	No
IL 43 HARLEM AVE FROM 63RD ST (COOK/BEDFORD PARK) TO 183RD ST (COOK/TINLEY PARK)							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
ENHANCEMENT - LANDSCAPING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-II	09	\$330	\$264		
	HPP	CONSTRUCTION	09	\$2,970	\$2,376		
<b>Financial Data After Revision</b>	HPP	ENGINEERING-II	09	\$330	\$264		
	HPP	CONSTRUCTION	09	\$4,100	\$3,280	INCLUDES E3	

<b>06-08-0015 Southwest Council of Mayors</b>	LINE ITEM	\$596	\$660	\$64	10.74%	No	No
91ST STREET FROM PULASKI ROAD (COOK/EVERGREEN PK) TO KEDZIE AVE (COOK/EVERGREEN PK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$765	\$536		
	STP-L	ENGINEERING-II	09	\$85	\$60		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$857	\$600		
	STP-L	ENGINEERING-II	09	\$85	\$60		

<b>06-08-0017 Southwest Council of Mayors</b>	LINE ITEM	\$104	\$104	\$0	0.00%	No	No
119TH ST FROM KOSTNER AVE (COOK/ALSIP) TO PULASKI RD (COOK/ALSIP)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	09	\$14	\$9		
	STP-L	CONSTRUCTION	10	\$135	\$95	INCLUDES E3	
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-II	09	\$14	\$9		
	STP-L	CONSTRUCTION	10	\$135	\$95	INCLUDES E3	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-08-0030 South Council of Mayors</b>	LINE ITEM	\$273	\$350	\$77	28.21%	No	No
201ST STREET FROM TORRENCE AVENUE (COOK/LYNWOOD) TO BURNHAM AVENUE (COOK/LYNWOOD)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$390	\$273		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$500	\$350	INCLUDES E3	

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<b>08-00-0033 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$436	\$436	\$0	0.00%	No	No
BIKEWAY - GENEVA SPUR G-W CONNECTOR FROM GREAT WESTERN TRAIL (DUPAGE/WEST CHICAGO) TO IL PRAIRIE PATH (DUPAGE/WEST CHICAGO)							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	11	\$801	\$436		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$801	\$436		

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<b>08-03-0109 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$620	\$620	\$0	0.00%	No	No
PASQUINELLI DR AT OGDEN AVE (DUPAGE/WESTMONT)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$885	\$620		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$885	\$620		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-03-0114 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$2,879	\$2,897	\$18	0.63%	No	No
PED FAC- LOMBARD - GREAT WESTERN TRAIL PED BRIDGES AT GRACE, UP-W AND ST CHARLES RD (DUPAGE/LOMBARD)							

**Project Work Types After Revision:** BICYCLE FACILITY  
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	11	\$3,862	\$2,879		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$3,862	\$2,897		

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<b>08-05-0020 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$300	\$390	\$90	30.00%	No	No
EAST BRANCH DUPAGE RIVER TRAIL FROM GLEN ELLYN RD (DUPAGE/BLOOMINGDALE) TO ARMY TRAIL RD (DUPAGE/BLOOMINGDALE)							

**Project Work Types After Revision:** BICYCLE FACILITY  
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	10	\$400	\$300		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$520	\$390		

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<b>08-06-0008 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$1,750	\$2,209	\$459	26.23%	No	No
ADDISON RD FROM US 20 LAKE ST (DUPAGE/ADDISON) TO IL 64 NORTH AVE (DUPAGE/ADDISON)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,500	\$1,750		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$4,179	\$2,209		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-07-0016 North Central Council of Mayors</b>	LINE ITEM	\$1,064	\$1,064	\$0	0.00%	No	No
MADISON ST FROM 21ST AVENUE (COOK/MAYWOOD) TO 1ST AVENUE (COOK/MAYWOOD)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$1,330	\$1,064		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$1,330	\$1,064	INCLUDES E3	

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<b>08-07-0006 DUPAGE COUNCIL OF MAYORS</b>	LINE ITEM	\$350	\$448	\$98	28.00%	No	No
YORK ROAD FROM IL 19 IRVING PARK ROAD (DUPAGE/BENSENVILLE) TO GREEN STREET (DUPAGE/BENSENVILLE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$500	\$350		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$640	\$448		

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<b>08-08-0001 CMAP</b>	LINE ITEM	\$627	\$627	\$0	0.00%	No	No
ARDMORE AVE AT HIGH RIDGE RD (DUPAGE/VILLA PARK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$70	\$56		
	CMAQ	ROW ACQUISITION	09	\$15	\$12		
	CMAQ	CONSTRUCTION	10	\$699	\$559		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	09	\$70	\$56		
	CMAQ	ROW ACQUISITION	09	\$15	\$12		
	CMAQ	CONSTRUCTION	10	\$699	\$559		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
STP-L	CONSTRUCTION	MYB	\$613	\$429			



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-00-0005 IDOT District 1 Division of Highways</b>	LINE ITEM	\$1,120	\$1,498	\$378	33.75%	No	No
IL 120 AT BACON RD (LAKE/AVON TOWNSHIP) AND AT CEDAR LAKE RD							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	09	\$1,365	\$1,120	1748730100	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$1,365	\$1,092	1748730100	
	NHS	CONSTRUCTION	09	\$508	\$406	1748730100	

<b>10-09-0005 CMAP</b>	LINE ITEM	\$276	\$276	\$0	0.00%	No	No
IL 137 BUCKLEY RD AT O'PLAINE RD (LAKE/GREEN OAKS)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	09	\$20	\$16		
	CMAQ	IMPLEMENTATION	10	\$75	\$60	E2/ROW	
	CMAQ	CONSTRUCTION	11	\$250	\$200		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-I	09	\$20	\$16		
	CMAQ	IMPLEMENTATION	10	\$75	\$60	E2/ROW	
	CMAQ	CONSTRUCTION	11	\$250	\$200		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
HSIP	CONSTRUCTION	MYB		\$125	\$0	1769620000	

<b>12-06-0047 IDOT District 1 Division of Highways</b>	LINE ITEM	\$736	\$736	\$0	0.00%	No	No
US 30 FROM US 34 (KENDALL/OSWEGO) TO WILL COUNTY LINE (KENDALL/OSWEGO TWP)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$100	\$80	1722420001/WOLF RD	
	NHS	CONSTRUCTION	09	\$820	\$656	1772420000 (INCL STATE MATC	
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	09	\$100	\$0	1772420002	
	NHS	CONSTRUCTION	09	\$100	\$80	1722420001/WOLF RD	
	NHS	CONSTRUCTION	09	\$820	\$656	1772420000 (INCL STATE MATC	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>13-08-0009 CMAP</b>	LINE ITEM	\$650	\$350	(\$300)	-46.15%	No	No
RIDESHARE MARKETING AT (REGIONWIDE)							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	IMPLEMENTATION	09	\$650	\$650		
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$350	\$350		

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<b>17-03-0200 PACE</b>	LINE ITEM	\$16,500	\$17,500	\$1,000	6.06%	No	No
PACE-PURCHASE REPL FAREBOX SYSTEM SYSTEMWIDE							

**Project Work Types After Revision:** FACILITY - REVENUE COLLECTION EQUIPMENT

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$4,000	\$4,000		
	5307	IMPLEMENTATION	10	\$4,000	\$4,000		
	5307	IMPLEMENTATION	11	\$8,500	\$8,500		
	5307	IMPLEMENTATION	12	\$3,500	\$3,500		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$7,000	\$7,000		
	5307	IMPLEMENTATION	11	\$10,500	\$10,500		
	5307	IMPLEMENTATION	12	\$10,000	\$10,000		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$3,000	\$3,000	FY13	

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<b>17-06-0002 CMAP</b>	LINE ITEM	\$2,000	\$2,226	\$226	11.30%	No	No
COMMUNITY VEHICLES							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	IMPLEMENTATION	09	\$2,500	\$2,000		
<b>Financial Data After Revision</b>	5309C	IMPLEMENTATION	09	\$226	\$226		
	CMAQ	IMPLEMENTATION	09	\$2,000	\$2,000		
	5307	IMPLEMENTATION	12	\$2,520	\$2,520		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>17-08-0039 PACE</b>	LINE ITEM	\$245	\$245	\$0	0.00%	No	No
PACE - PLAINFIELD PARK & RIDE 143RD ST AMD VAN DYKE RD							

**Project Work Types After Revision:** PARKING - NEW LOT OR GARAGE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	ENGINEERING	09	\$245	\$245		
<b>Financial Data After Revision</b>	5309C	ENGINEERING	09	\$245	\$245		
	5309C	CONSTRUCTION	12	\$250	\$250		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5309C	IMPLEMENTATION	MYB	\$100	\$100	

<b>17-94-0009 PACE</b>	LINE ITEM	\$11,600	\$10,240	(\$1,360)	-11.72%	No	No
PACE-PURCHASE/REPLACE PARATRANSIT V							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$4,960	\$4,960		
	5307	IMPLEMENTATION	10	\$4,000	\$4,000		
	5307	IMPLEMENTATION	11	\$2,640	\$2,640		
	5307	IMPLEMENTATION	12	\$6,000	\$6,000		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$10,240	\$10,240		
	5307	IMPLEMENTATION	12	\$12,325	\$12,325		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5307	IMPLEMENTATION	MYB	\$3,000	\$3,000	
5307	IMPLEMENTATION	11	\$0	\$0	
5307	IMPLEMENTATION	MYB	\$9,785	\$9,785	FY13

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>17-94-0023 PACE</b>	LINE ITEM	\$3,000	\$3,500	\$500	16.67%	No	No
PACE-ASSOCIATED CAPITAL/MAINT. EXP							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$1,000	\$1,000		
	5307	IMPLEMENTATION	10	\$1,000	\$1,000		
	5307	IMPLEMENTATION	11	\$1,000	\$1,000		
	5307	IMPLEMENTATION	12	\$1,000	\$1,000		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,500	\$1,500		
	5307	IMPLEMENTATION	10	\$1,000	\$1,000		
	5307	IMPLEMENTATION	11	\$1,000	\$1,000		
	5307	IMPLEMENTATION	12	\$1,000	\$1,000		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$1,500	\$1,500		
5307	IMPLEMENTATION	MYB	\$1,000	\$1,000	FY13	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
17-94-0027 PACE	LINE ITEM	\$12,635	\$14,010	\$1,375	10.88%	No	No
PACE-IMPROVEMENTS TO GARAGES/FACILI							

**Project Work Types After Revision:** VEHICLE FACILITY - STORAGE  
VEHICLE FACILITY - MAINTENANCE  
FACILITY - SHOP FACILITIES/EQUIPMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$4,350	\$4,350		
	5307	IMPLEMENTATION	10	\$4,275	\$4,275		
	5307	IMPLEMENTATION	11	\$4,010	\$4,010		
	5307	IMPLEMENTATION	12	\$4,375	\$4,375		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$800	\$800		
	5307	IMPLEMENTATION	10	\$9,435	\$9,435		
	ILL	IMPLEMENTATION	10	\$5,670	\$0		
	5307	IMPLEMENTATION	11	\$3,775	\$3,775		
	ILL	IMPLEMENTATION	11	\$8,310	\$0		
	5307	IMPLEMENTATION	12	\$405	\$405		
	ILL	IMPLEMENTATION	12	\$8,752	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5307	IMPLEMENTATION	MYB	\$4,900	\$4,900	FY13
RTA	IMPLEMENTATION	MYB	\$2,400	\$0	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>17-97-0002 PACE</b>	LINE ITEM	\$6,000	\$6,000	\$0	0.00%	No	No
PACE-MAINTENANCE EXPENSE							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$2,000	\$2,000		
	5307	IMPLEMENTATION	10	\$2,000	\$2,000		
	5307	IMPLEMENTATION	11	\$2,000	\$2,000		
	5307	IMPLEMENTATION	12	\$2,000	\$2,000		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$2,000	\$2,000		
	5307	IMPLEMENTATION	10	\$2,000	\$2,000		
	5307	IMPLEMENTATION	11	\$2,000	\$2,000		
	5307	IMPLEMENTATION	12	\$2,000	\$2,000		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$2,000	\$2,000	FY13	
5307	IMPLEMENTATION	MYB	\$2,000	\$2,000		

<b>18-01-0152 METRA</b>	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
REGIONWIDE CARS AND LOCOS AT METRA CAR AND LOCO SHOPS, PRIMARILY 47TH STREET AND CAL AVE.							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILLT	IMPLEMENTATION	09	\$250	\$0		
	ILLT	IMPLEMENTATION	10	\$250	\$0		
	ILLT	IMPLEMENTATION	11	\$250	\$0		
	ILLT	IMPLEMENTATION	12	\$250	\$0		
<b>Financial Data After Revision</b>							

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
OTH	IMPLEMENTATION	09	\$342	\$0	3705	

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-1301 METRA</b>	LINE ITEM	\$3,720	\$3,240	(\$480)	-12.90%	No	No
OVERHAUL TRACTION MOTORS, MET							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$1,550	\$1,240	AN-177, AN-124, 3903	
	5307	IMPLEMENTATION	10	\$1,550	\$1,240	AN-177, AN-124, 3903	
	5307	IMPLEMENTATION	11	\$1,550	\$1,240	AN-177, AN-124, 3903	
	5307	IMPLEMENTATION	12	\$1,550	\$1,240	AN-177, AN-124, 3903	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$4,050	\$3,240	4302,4306	

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<b>18-08-3101 METRA</b>	LINE ITEM	\$360	\$120	(\$240)	-66.67%	No	No
SWITCH HEATERS BACKUP GENERATORS REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$150	\$120		
	5307	IMPLEMENTATION	10	\$150	\$120		
	5307	IMPLEMENTATION	11	\$150	\$120		
	5309B	IMPLEMENTATION	12	\$1,150	\$920		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$150	\$120		

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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-3403 METRA</b>	LINE ITEM	\$17,760	\$17,640	(\$120)	-0.68%	No	No
ELECTRICAL AND COMMUNICATIONS SYSTEMS REGIONWIDE							

**Project Work Types After Revision:** CPS - COMMUNICATIONS  
CPS - POWER

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$850	\$680		
	5307	IMPLEMENTATION	10	\$11,700	\$9,360		
	5307	IMPLEMENTATION	11	\$9,650	\$7,720		
	5307	IMPLEMENTATION	12	\$1,250	\$1,000		
	5309B	IMPLEMENTATION	12	\$2,500	\$2,000		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$700	\$560		
	5307	IMPLEMENTATION	10	\$11,700	\$9,360		
	5307	IMPLEMENTATION	11	\$9,650	\$7,720		
	5307	IMPLEMENTATION	12	\$1,250	\$1,000		
	5309B	IMPLEMENTATION	12	\$2,500	\$2,000		

<b>18-08-6400 METRA</b>	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILLT	IMPLEMENTATION	09	\$1,500	\$0		
	ILLT	IMPLEMENTATION	10	\$1,500	\$0		
	ILLT	IMPLEMENTATION	11	\$1,500	\$0		
	ILLT	IMPLEMENTATION	12	\$1,500	\$0		
<b>Financial Data After Revision</b>							

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
OTH	IMPLEMENTATION	09	\$1,560	\$0		



<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
18-08-6800 METRA	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILLT	IMPLEMENTATION	09	\$1,200	\$0	AN-796	
	ILLT	IMPLEMENTATION	10	\$1,200	\$0	AN-796	
	ILLT	IMPLEMENTATION	11	\$1,200	\$0	AN-796	
	ILLT	IMPLEMENTATION	12	\$1,200	\$0	AN-796	

**Financial Data After Revision**

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
OTH	IMPLEMENTATION	09	\$1,248	\$0			

<b>18-08-8100 METRA</b>	<b>LINE ITEM</b>	<b>\$2,880</b>	<b>\$1,680</b>	<b>(\$1,200)</b>	<b>-41.67%</b>	<b>No</b>	<b>No</b>
REGIONWIDE REGIONWIDE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	09	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	10	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	10	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	11	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	11	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	12	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	12	\$1,500	\$0	2990	

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$1,200	\$960	3689, AN-798	
	5307	IMPLEMENTATION	09	\$900	\$720		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-96-0082 METRA</b>	LINE ITEM	\$2,400	\$2,400	\$0	0.00%	No	No
METRA - 96-272 GRESHAM INTERLOCKER, CCF AT 87TH STREET (COOK/CHICAGO)							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$3,000	\$2,400	2939	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$3,000	\$2,400	2939	

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<b>07-08-0031 South Council of Mayors</b>	LINE ITEM	\$361	\$361	\$0	0.00%	No	No
155TH STREET FROM CENTRAL AVENUE (COOK/OAK FOREST) TO CICERO AVENUE (COOK/OAK FOREST)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$516	\$361		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$516	\$361	INCLUDES E3	

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<b>08-06-0006 CMAP</b>	LINE ITEM	\$244	\$244	\$0	0.00%	No	No
WOODRIDGE HERITAGE PWY BIKE PATH LINKS AT (DUPAGE/WOODRIDGE) 2 CONNECTORS-180' SW OF TIMBER TRAILS ALONG FRONTAGE & 880' W IF WESTMINSTER DR ALONG FRO							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$30	\$24		
	STP-L	CONSTRUCTION	09	\$294	\$220		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$30	\$24	INCLUDES E3	
	STP-L	CONSTRUCTION	09	\$294	\$220		

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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>09-06-0070 CMAP</b>	LINE ITEM	\$201	\$201	\$0	0.00%	No	No
OAK ST BICYCLE/PED BRIDGE AT (KANE/NORTH AURORA)							

**Project Work Types After Revision:** BICYCLE FACILITY

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	CONSTRUCTION	09	\$251	\$201		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$251	\$201	INCLUDES E3	

<b>16-00-0004 CTA</b>	<b>CHANGE PROJECT</b>	<b>\$38,300</b>	<b>\$38,300</b>	<b>\$0</b>	<b>0.00%</b>	<b>No</b>	<b>No</b>
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CTA - 021.806 PERFORM MID-LIFE BUS OVERHAUL

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$10,500	\$10,500	FTA	
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA	
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA	
	5307	IMPLEMENTATION	12	\$14,000	\$14,000	FTA	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$10,500	\$10,500	FTA	
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA	
	NSF	IMPLEMENTATION	10	\$7,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA	
	NSF	IMPLEMENTATION	11	\$7,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$14,895	\$14,895	FTA	
	5309B	IMPLEMENTATION	12	\$105	\$105	FIX	
	NSF	IMPLEMENTATION	12	\$7,500	\$0	NEW STATE FUNDING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

5307	IMPLEMENTATION	MYB	\$63,691	\$63,691	FTA FY13
ILLT	IMPLEMENTATION	MYB	\$30,841	\$0	NEW STATE FUNDING FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0006 CTA	CHANGE PROJECT	\$88,116	\$88,713	\$597	0.68%	No	No
CTA - 022.903 PERFORM RAIL CAR OVERHAUL & MID-LIFE REHABILITATION							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$17,429	\$17,429	FTA	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	5307	IMPLEMENTATION	10	\$7,311	\$7,311	FTA	
	5309B	IMPLEMENTATION	10	\$14,640	\$14,640	FIX	
	5307	IMPLEMENTATION	11	\$19,386	\$19,386	FTA	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$33,739	\$33,739	FTA	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$17,429	\$17,429	FTA	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	5307	IMPLEMENTATION	10	\$7,610	\$7,610	FTA	
	5309B	IMPLEMENTATION	10	\$14,939	\$14,939	FIX	
	ILLT	IMPLEMENTATION	10	\$65,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$19,385	\$19,385	FTA	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	ILLT	IMPLEMENTATION	11	\$80,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$19,649	\$19,649	FIX	
	ILLT	IMPLEMENTATION	12	\$78,500	\$0	NEW STATE FUNDING	

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OTH	IMPLEMENTATION	MYB	\$306,835	\$0	OTHER
5309B	IMPLEMENTATION	MYB	\$71,047	\$71,047	FIX FY13
5307	IMPLEMENTATION	MYB	\$2,706	\$2,706	FTA FY13
ILLT	IMPLEMENTATION	MYB	\$65,000	\$0	NEW STATE FUNDING FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0030 CTA	CHANGE PROJECT	\$19,603	\$19,603	\$0	0.00%	No	No

CTA - 121.500 REPL/UPGRADE DISTRIB&SIGNAL

**Project Work Types After Revision:** CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$8,300	\$8,300	FTA	
	5309B	IMPLEMENTATION	09	\$11,303	\$11,303	FIX	
	SB	IMPLEMENTATION	09	\$28,265	\$0	CTA BOND, 08 MONIES	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$8,300	\$8,300	FTA	
	5309B	IMPLEMENTATION	09	\$11,303	\$11,303	FIX	
	ILLT	IMPLEMENTATION	11	\$36,000	\$0	NEW STATE FUNDING	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILLT	IMPLEMENTATION	MYB	\$31,000	\$0	NEW STATE FUNDING FY13	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-03-0014 CTA	CHANGE PROJECT	\$268,215	\$268,215	\$0	0.00%	No	No

CTA - 308.002 BOND REPAYMENT BOND REPAYMENT, INTEREST & FINANCE COST

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$61,280	\$61,280	FTA	
	5309B	IMPLEMENTATION	09	\$13,422	\$13,422	FIX	
	5307	IMPLEMENTATION	10	\$72,605	\$72,605	FTA	
	5309B	IMPLEMENTATION	10	\$17,133	\$17,133	FIX	
	5307	IMPLEMENTATION	11	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	11	\$31,175	\$31,175	FIX	
	5307	IMPLEMENTATION	12	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	12	\$42,494	\$42,494	FIX	
<b>Financial Data After Revision</b>							
	5307	IMPLEMENTATION	09	\$61,280	\$61,280	FTA	
	5309B	IMPLEMENTATION	09	\$13,422	\$13,422	FIX	
	5307	IMPLEMENTATION	10	\$72,605	\$72,605	FTA	
	5309B	IMPLEMENTATION	10	\$17,133	\$17,133	FIX	
	5307	IMPLEMENTATION	11	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	11	\$31,175	\$31,175	FIX	
	5307	IMPLEMENTATION	12	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	12	\$42,494	\$42,494	FIX	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309B	IMPLEMENTATION	MYB	\$42,453	\$42,453	FIX	FY13
5307	IMPLEMENTATION	MYB	\$72,604	\$72,604	FTA;	FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-96-0061 CTA CTA - 031.054 REPLACE BUSES	CHANGE PROJECT	\$113,514	\$113,514	\$0	0.00%	No	No

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONIES	
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONIES	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	
Financial Data After Revision	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONEY BRT	A
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONEY BRT	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	11	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	12	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	MYB	\$75,000	\$0	OTHER
ILLT	IMPLEMENTATION	MYB	\$90,000	\$0	NEW STATE FUNDING FY13
5307	IMPLEMENTATION	MYB	\$15,189	\$15,189	FTA FY13
SB	IMPLEMENTATION	13	\$6,718	\$0	CTA OPERATING FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-98-0006 CTA	CHANGE PROJECT	\$176,565	\$176,565	\$0	0.00%	No	No
CTA - 132.056 REPLACE UP TO 406 RAIL CARS REPLACE UP TO 406 RAIL CARS							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$21,357	\$21,357	FTA	
	5309B	IMPLEMENTATION	09	\$57,170	\$57,170	FIX	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	10	\$68,827	\$68,827	FIX	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	11	\$5,097	\$5,097	FTA	
	5309B	IMPLEMENTATION	11	\$5,680	\$5,680	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	12	\$16,416	\$16,416	FTA	
	5309B	IMPLEMENTATION	12	\$1,530	\$1,530	FIX	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$21,357	\$21,357	FTA	
	5309B	IMPLEMENTATION	09	\$57,170	\$57,170	FIX	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	10	\$68,828	\$68,828	FIX	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	11	\$5,117	\$5,117	FTA	
	5309B	IMPLEMENTATION	11	\$5,659	\$5,659	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	12	\$16,420	\$16,420	FTA	
	5309B	IMPLEMENTATION	12	\$25,421	\$25,421	FIX	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5309B	IMPLEMENTATION	MYB	\$579,348	\$579,348	OTHER



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-98-0015 CTA	CHANGE PROJECT	\$62,391	\$57,311	(\$5,080)	-8.14%	No	No

CTA - 181.500 INFRASTRUCTURE & RENEWAL PROGRAM

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$5,080	\$5,080	FTA	
	SB	IMPLEMENTATION	09	\$195,951	\$0	CTA BOND- CHANGE & AWARD	A
	5307	IMPLEMENTATION	10	\$11,710	\$11,710	FTA	
	5307	IMPLEMENTATION	11	\$4,065	\$4,065	FTA	
	5309B	IMPLEMENTATION	11	\$41,536	\$41,536	FIX	
	5307	IMPLEMENTATION	12	\$5,095	\$5,095	FTA	
	5309B	IMPLEMENTATION	12	\$30,637	\$30,637	FIX	
Financial Data After Revision	5307	IMPLEMENTATION	10	\$11,710	\$11,710	FTA	
	ILLT	IMPLEMENTATION	10	\$215,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$4,065	\$4,065	FTA	
	5309B	IMPLEMENTATION	11	\$41,536	\$41,536	FIX	
	ILLT	IMPLEMENTATION	11	\$74,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$5,095	\$5,095	FTA	
	5309B	IMPLEMENTATION	12	\$20,831	\$20,831	FIX	
	ILLT	IMPLEMENTATION	12	\$112,000	\$0	NEW STATE FUNDING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILLT	IMPLEMENTATION	MYB	\$71,159	\$0	NEW STATE FUNDING; FY13
5307	IMPLEMENTATION	MYB	\$5,521	\$5,521	FTA FY13

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>16-99-0002 CTA</b>	CHANGE PROJECT	\$36,806	\$41,019	\$4,213	11.45%	No	No
CTA - 073.500 IMPROVE FACILITIES							

**Project Work Types After Revision:** MULTI-MODAL CENTER - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$6,190	\$6,190	FTA	
	RTA	IMPLEMENTATION	09	\$3,904	\$0	TC	
	SB	IMPLEMENTATION	09	\$13,400	\$0	CTA BOND; ADD & AWARD; 08	
	5307	IMPLEMENTATION	10	\$14,152	\$14,152	FTA	
	RTA	IMPLEMENTATION	10	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	11	\$16,464	\$16,464	FTA	
	RTA	IMPLEMENTATION	11	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	12	\$17,701	\$17,701	FTA	
	RTA	IMPLEMENTATION	12	\$3,904	\$0	TC	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$9,402	\$9,402	FTA	
	RTA	IMPLEMENTATION	09	\$3,904	\$0	TC	
	SB	IMPLEMENTATION	09	\$13,400	\$0	CTA BOND; ADD & AWARD; 08	A
	SB	IMPLEMENTATION	09	\$500	\$0	CFCE FUNDS - SOLAR LIGHTS	
	SB	IMPLEMENTATION	09	\$1,063	\$0	DCEO FUNDS- ENERGY EFFICI	
	5307	IMPLEMENTATION	10	\$14,152	\$14,152	FTA	
	ILLT	IMPLEMENTATION	10	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	10	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	11	\$17,044	\$17,044	FTA	
	5309B	IMPLEMENTATION	11	\$421	\$421	FIX	
	ILLT	IMPLEMENTATION	11	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	11	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	12	\$17,701	\$17,701	FTA	
	5309B	IMPLEMENTATION	12	\$600	\$600	FIX	
	ILLT	IMPLEMENTATION	12	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	12	\$3,904	\$0	TC	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

5307	IMPLEMENTATION	MYB	\$126,654	\$126,654	FTA
RTA	IMPLEMENTATION	MYB	\$3,904	\$0	TC; FY13
ILLT	IMPLEMENTATION	MYB	\$12,000	\$0	NEW STATE FUNDING; FY13
5307	IMPLEMENTATION	MYB	\$6,190	\$6,190	FTA FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-06-0074 CMAP CHICAGO DIESEL FLEET RETROFIT PROJECT	LINE ITEM	\$3,330	\$3,530	\$200	6.01%	No	No

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$2,174	\$1,739		
	CMAQ	IMPLEMENTATION	09	\$591	\$473		
	CMAQ	IMPLEMENTATION	09	\$1,398	\$1,118		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$2,174	\$1,739		
	CMAQ	IMPLEMENTATION	09	\$841	\$673		
	CMAQ	IMPLEMENTATION	09	\$1,398	\$1,118		

02-08-0001 CMAP	CHANGE PROJECT	\$588	\$588	\$0	0.00%	No	No
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TECHNY TRAIL SEG 3 (W OF LEHIGH) FROM LAKE AVE (SOUTH OF) (COOK/GLENVIEW) TO GLENVIEW RD (COOK/GLENVIEW)

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	09	\$35	\$28		
	CMAQ	ROW ACQUISITION	09	\$50	\$40		
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	CMAQ	CONSTRUCTION	10	\$550	\$440		
Financial Data After Revision	CMAQ	ENGINEERING-I	09	\$35	\$28		
	CMAQ	ROW ACQUISITION	09	\$50	\$40		
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	CMAQ	CONSTRUCTION	10	\$550	\$440		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-06-0034 CMAP</b>	LINE ITEM	\$161	\$221	\$60	37.27%	No	No
PLUM GROVE RD FROM BRYANT AVE (COOK/ROLLING MEADOWS) TO KIRCHOFF RD (COOK/ROLLING MEADOWS)							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ROW ACQUISITION	09	\$76	\$61		
	CMAQ	ENGINEERING-II	09	\$9	\$7		
	CMAQ	CONSTRUCTION	10	\$116	\$93		
<b>Financial Data After Revision</b>	CMAQ	ROW ACQUISITION	09	\$43	\$34		
	CMAQ	ENGINEERING-II	09	\$35	\$28		
	CMAQ	CONSTRUCTION	10	\$199	\$159		

<b>07-06-0065 CMAP</b>	LINE ITEM	\$508	\$627	\$119	23.43%	No	No
OAK FOREST SIDEWALKS TO METRA AT (COOK/OAK FOREST) SIDEWALKS TO METRA STATION							

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$635	\$508		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$784	\$627	INCLUDES E3	

<b>09-00-0016 IDOT Office of Planning &amp; Programming</b>	LINE ITEM	\$1,798	\$2,093	\$295	16.41%	No	No
BIKE FAC-ST CHARLES PARK DIST-MID C AT RANDALL RD AT SILVER GLEN (KANE/ST CHARLES)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$416	\$333	ENG2/CONST	
	STP-E	CONSTRUCTION	09	\$1,992	\$1,337		
	STP-E	CONSTRUCTION	09	\$182	\$128	ENGINEERING-3 CONSTRUCTI	
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$785	\$628	ENG2/CONST	
	STP-E	CONSTRUCTION	09	\$1,992	\$1,337		
	STP-E	CONSTRUCTION	09	\$182	\$128	ENGINEERING-3 CONSTRUCTI	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-05-0005 CMAP		CHANGE PROJECT	\$114	\$114	\$0	0.00%	No	No
RUBY BIKEWAY FROM KINGWOOD DR/WILLOW WAY (KANE/NORTH AURORA) TO FOX RIVER TRAIL (KANE/NORTH AURORA) ALONG WILLOW WAY TO SOUTH ALONG OAK ST TO FOX RIV								
Project Work Types After Revision:		BICYCLE FACILITY						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	IMPLEMENTATION	09	\$150	\$114	ENG1/ENG2/CONST	
Financial Data After Revision		CMAQ	IMPLEMENTATION	09	\$150	\$114	ENG1/ENG2/CONST	
Totals for 53 Projects				\$919,007	\$921,176	\$2,169	0.2%	



## MEMORANDUM

**To:** MPO Policy Committee

**Date:** March 09, 2009

**From:** CMAP Staff

**Re:** Biannual TIP/RTP Conformity Analysis and TIP Amendments

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In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Staff received requests for 107 changes that are summarized in the chart below.

There were 10 changes requested that include adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt. An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation. Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots. Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

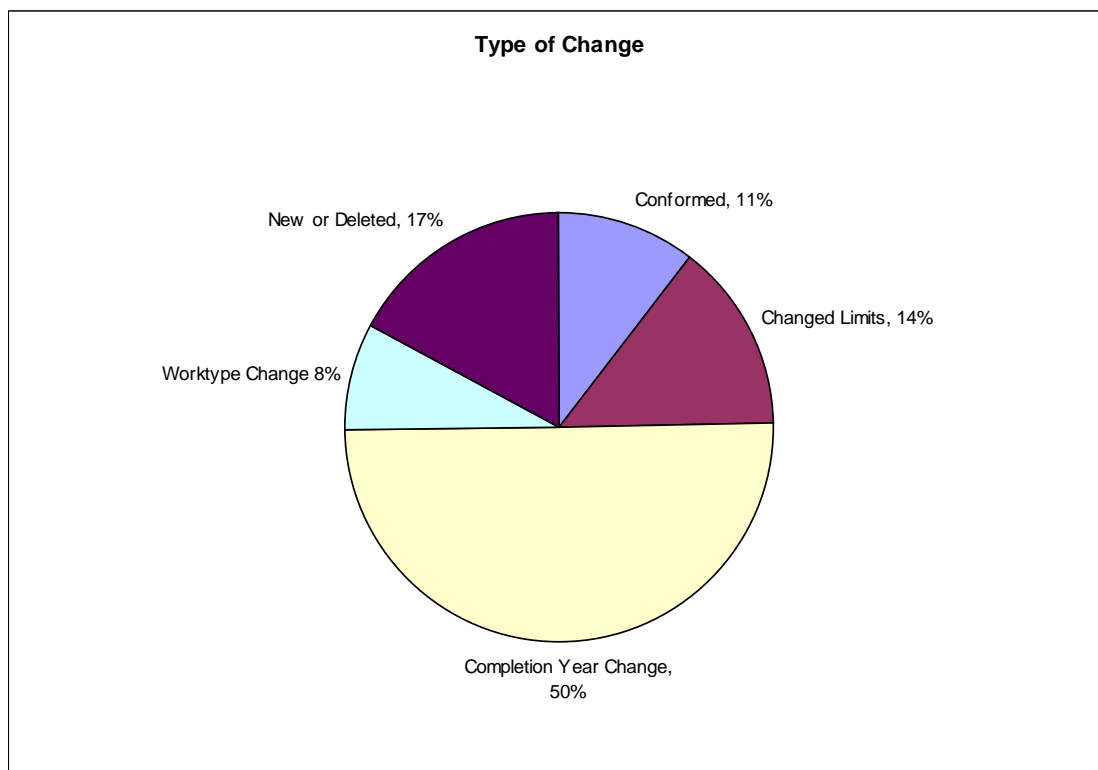
There were thirteen changes that requested changing the conformity status from not conformed to conformed. This change occurs when funding is included in the current years of the TIP or a project is seeking approval of phase I engineering. A non-exempt project cannot receive federal authorization for anything other than phase I engineering and protective right-of-way until it has been conformed.

There were seventeen limit changes. Limits are the cross-streets, mileposts or other boundaries that define the extent of a project.

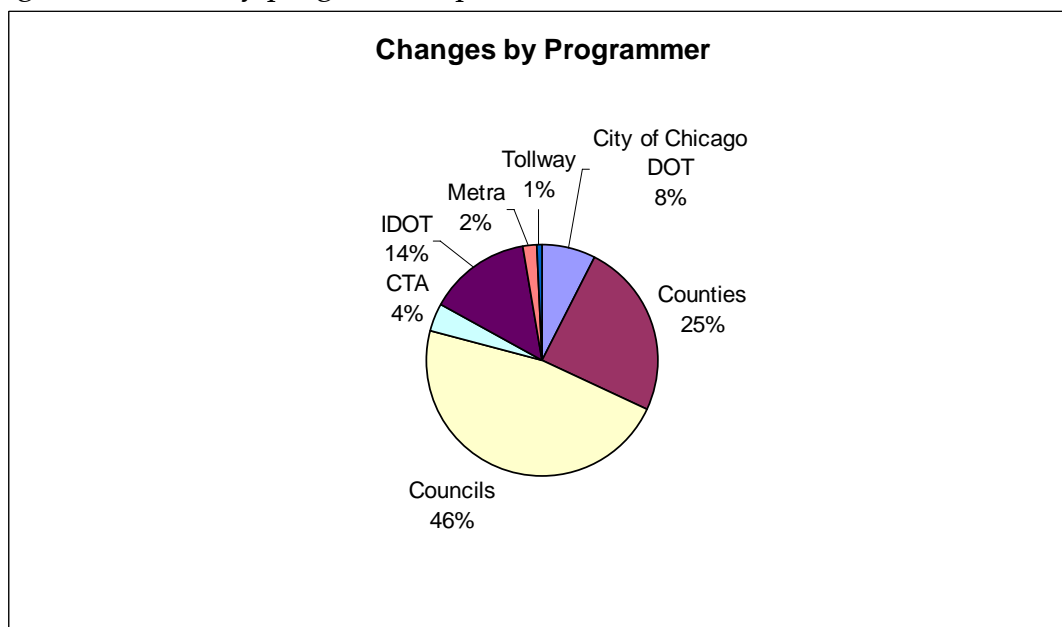
There were six new projects and fifteen deleted projects.

Sixty-one projects had new completion years. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at selected years of the plan

(currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the conformity analysis must be redone.



All programmers were contacted and requested to submit any changes. CMAP staff did receive a response from all programmers and specific changes are listed in the attached reports. For a break down of changes submitted by programmer please see the chart below.



The 2010, 2020 and 2030 highway networks were coded to include the changes listed above and the regional travel demand model was run using the updated networks. The resultant VMT by speed

and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the MOBILE model. The highway emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CMAP conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for the attainment year and were very similar to emission estimates from the conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP approved in October, 2006.

PM<sub>2.5</sub> emissions were calculated based on the project changes listed previously. PM<sub>2.5</sub> and NO<sub>x</sub> emissions remain below the baseline year numbers.

### Northeastern Illinois Transportation Improvement Program Amendment Conformity Analysis Summary Results

#### PM<sub>2.5</sub>

Year	Annual VMT	Fine Particulate Matter				Nitrogen Oxides			
		Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total
2002	58,696,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	64,277,978,335	0.0243	1,722.66	158.90	1,881.56	1.1824	83,779.86	8,442.66	92,222.52
2020	69,128,864,124	0.0139	1,057.13	114.32	1,171.45	0.3804	27,464.63	3,004.68	30,469.31
2030	73,718,843,928	0.0127	1,030.01	116.46	1,146.47	0.2353	19,120.18	2,065.23	21,185.41

#### Ozone

Year	Summer Day VMT	VOC			NO <sub>x</sub>		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40
2010	182,866,817	0.4660281	93.94	127.42	1.0959892	220.92	280.40
2020	196,160,728	0.2401002	51.92	127.42	0.3327261	71.94	280.40
2030	209,722,313	0.2274779	52.59	127.42	0.2126504	49.16	280.40

#### Notes

Off-model benefits are not included in the total emissions estimates  
NIRPC values from analysis of December, 2008  
2007 ozone values from conformity analysis approved in October, 2006





# Non-Exempt Projects Requiring Conformity Determination

## Transportation Committee Meeting of March 09, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
02-09-0003 IDOT District 1 Division of Highways WILLOW RD	NEW PROJECT		\$0	\$0	0.00%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	GEN-OP ENGINEERING-I	09	\$1,500	\$0
	GEN-OP ENGINEERING-II	10	\$2,300	\$0

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

GEN-OP ENGINEERING	MYB	\$2,500	\$0
GEN-OP CONSTRUCTION	MYB	\$25,000	\$0

01-03-0002 Chicago Department of Transportation	CHANGE PROJECT	\$4,732	\$4,732	\$0	0.00%	Scenario Year Change
STONY ISLAND AVE FROM MIDWAY PLAISANCE (COOK/CHICAGO) TO 95TH ST (COOK/CHICAGO)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$5,440	\$4,352		
	CMAQ	ENGINEERING	09	\$475	\$380	ENG1/ENG2	
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$5,440	\$4,352		
	CMAQ	ENGINEERING	09	\$475	\$380	ENG1/ENG2	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-94-0063 Chicago Department of Transportation</b>		CHANGE PROJECT	\$8,420	\$8,420	\$0	0.00%	Scenario Year Change
US 41 LAKE SHORE DR FROM 79TH ST (COOK/CHICAGO) TO 92ND ST (COOK/CHICAGO)							
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - CORRIDOR IMPROVEMENT							
HIGHWAY/ROAD - ADD LANES							
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)							
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - CORRIDOR IMPROVEMENT							
HIGHWAY/ROAD - ADD LANES							
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		HPP	CONSTRUCTION	09	\$2,003	\$1,620	79TH TO 92ND
		ILL	CONSTRUCTION	09	\$25,500	\$0	79TH TO 92ND
		STP-L	CONSTRUCTION	09	\$8,500	\$6,800	S-MOD
<b>Financial Data After Revision</b>		HPP	CONSTRUCTION	09	\$2,003	\$1,620	79TH TO 92ND
		ILL	CONSTRUCTION	09	\$25,500	\$0	79TH TO 92ND
		STP-L	CONSTRUCTION	09	\$8,500	\$6,800	S-MOD
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<b>01-97-0087 Chicago Department of Transportation</b>		CHANGE PROJECT	\$1,492	\$1,492	\$0	0.00%	Scenario Year Change
BROADWAY & SHERIDAN RD FROM HOLLYWOOD AVE (COOK/CHICAGO) TO DEVON (COOK/CHICAGO)							
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING							
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING							
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	ENGINEERING	09	\$365	\$292	
		HPP	CONSTRUCTION	09	\$1,500	\$1,200	
<b>Financial Data After Revision</b>		CMAQ	ENGINEERING	09	\$365	\$292	
		HPP	CONSTRUCTION	09	\$1,500	\$1,200	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>01-97-0088 Chicago Department of Transportation</b>	CHANGE PROJECT	\$3,608	\$3,608	\$0	0.00%	Scenario Year Change
87TH ST FROM WESTERN (COOK/CHICAGO) TO I- 94 DAN RYAN EXWY (COOK/CHICAGO)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING	09	\$250	\$200		
	CMAQ	CONSTRUCTION	09	\$3,760	\$3,008		
	HPP	CONSTRUCTION	09	\$500	\$400		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING	09	\$250	\$200		
	CMAQ	CONSTRUCTION	09	\$3,760	\$3,008		
	HPP	CONSTRUCTION	09	\$500	\$400		

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<b>01-97-0092 Chicago Department of Transportation</b>	CHANGE PROJECT	\$8,196	\$8,196	\$0	0.00%	Scenario Year Change
IL 50 CICERO AVE FROM US 14 PETERSON AVE (COOK/CHICAGO) TO LEXINGTON (COOK/CHICAGO)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$10,135	\$8,108		
	CMAQ	ENGINEERING	09	\$110	\$88		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$10,135	\$8,108		
	CMAQ	ENGINEERING	09	\$110	\$88		

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<b>01-97-0093 Chicago Department of Transportation</b>	CHANGE PROJECT	\$7,913	\$7,913	\$0	0.00%	Scenario Year Change
95TH ST FROM WESTERN AVE (COOK/CHICAGO) TO EWING AVE (COOK/CHICAGO)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING	09	\$117	\$93		
	CMAQ	CONSTRUCTION	09	\$9,773	\$7,820		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$9,773	\$7,820		
	CMAQ	ENGINEERING	09	\$117	\$93		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-03-0008 Cook County Highway Department</b>		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
HARLEM AVE FROM US 30 LINCOLN HWY (COOK/RICH TWP) TO SAUK TRAIL (COOK/RICH TWP)							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		MFT-ALL	CONSTRUCTION	10	\$6,000	\$0	<b>Awarded</b>
<b>Financial Data After Revision</b>		MFT-ALL	CONSTRUCTION	10	\$6,000	\$0	
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<b>08-00-0019 DuPage County Division of Transportation</b>		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
EOLA RD AT I- 88 EAST-WEST TOLLWAY (DUPAGE/AURORA)							
<b>Project Work Types Before Revision:</b>		INTERCHANGE - NEW SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS					
<b>Project Work Types After Revision:</b>		INTERCHANGE - NEW SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		MFT-LO	CONSTRUCTION	09	\$48,495	\$0	<b>Awarded</b>
<b>Financial Data After Revision</b>		MFT-LO	CONSTRUCTION	09	\$48,495	\$0	PARTIAL REIMBURSEMENT BY
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0057 DuPage Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
248TH AVE FROM 95TH ST (WILL/NAPERVILLE) TO 115TH ST (WILL/NAPERVILLE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
 SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
 HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
 SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
 HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
OTH	CONSTRUCTION	11	\$3,957	\$0	NAPERVILLE CIP

<b>08-00-0058 DuPage Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BOOK RD FROM 111TH ST (WILL/NAPERVILLE) TO 117TH ST (WILL/NAPERVILLE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - EXTEND ROAD  
 SAFETY - LIGHTING  
 PEDESTRIAN FACILITY

**Project Work Types After Revision:** HIGHWAY/ROAD - EXTEND ROAD  
 SAFETY - LIGHTING  
 PEDESTRIAN FACILITY

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
OTH	CONSTRUCTION	10	\$1,557	\$0	NAPERVILLE CIP
OTH	ENGINEERING	09	\$235	\$0	NAPERVILLE CIP

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0077 DuPage County Division of Transportation</b> 75TH ST AT LEMONT ROAD (DUPAGE/WOODRIDGE)	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Work Types Changed

**Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	09	\$1,000	\$0		
	MFT-LO	CONSTRUCTION	09	\$5,000	\$0		
<b>Financial Data After Revision</b>	MFT-ALL	ENGINEERING	09	\$1,000	\$0		
	MFT-LO	CONSTRUCTION	09	\$5,000	\$0		

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<b>08-95-0013 DuPage County Division of Transportation</b> KRESS RD FROM IL 64 NORTH AVE (DUPAGE/WEST CHICAGO) TO IL 38 ROOSEVELT RD (DUPAGE/WEST CHICAGO)	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
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**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$1,250	\$0		
	MFT-LO	CONSTRUCTION	09	\$6,000	\$0		

**Financial Data After Revision**

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-00-0035 Kane County Division of Transportation</b>	CHANGE PROJECT	\$8,450	\$8,450	\$0	0.00%	Scenario Year Change
ANDERSON RD OVER THE UP WEST LINE (KANE/ELBURN) BETWEEN IL 38 AND KESLINGER RD						

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ROW ACQUISITION	09	\$200	\$0		
	HPP	ENGINEERING-II	09	\$1,530	\$1,224		
	HPP	CONSTRUCTION	10	\$13,235	\$6,376		
	ILL	CONSTRUCTION	10	\$240	\$0		
	STP-C	CONSTRUCTION	10	\$1,100	\$850		
<b>Financial Data After Revision</b>	GEN-OP	ROW ACQUISITION	09	\$200	\$0		
	HPP	ENGINEERING-II	09	\$1,530	\$1,224		
	HPP	CONSTRUCTION	10	\$13,235	\$6,376		
	ILL	CONSTRUCTION	10	\$240	\$0		
	STP-C	CONSTRUCTION	10	\$1,100	\$850		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	CONSTRUCTION	MYB	\$3,125	\$2,500	

<b>09-06-0012 Kane County Division of Transportation</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
I- 90 AT IL 47 (KANE/HUNTLEY)						

**Project Work Types Before Revision:** INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

**Project Work Types After Revision:** INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ROW ACQUISITION	09	\$1,000	\$0		
	GEN-OP	ENGINEERING-II	09	\$2,600	\$0		
	GEN-OP	CONSTRUCTION	10	\$70,000	\$0		
<b>Financial Data After Revision</b>	GEN-OP	ROW ACQUISITION	09	\$1,000	\$0		
	GEN-OP	ENGINEERING-II	09	\$2,600	\$0		
	GEN-OP	CONSTRUCTION	10	\$70,000	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-06-0014 Kane/Kendall Council of Mayors</b>	CHANGE PROJECT	\$4,259	\$4,259	\$0	0.00%	Scenario Year Change
INDIAN TRAIL FROM MITCHELL (KANE/AURORA) TO FARNSWORTH (KANE/AURORA)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$8,199	\$1,700		
	HPP	CONSTRUCTION	11	\$3,119	\$2,559	1201600000	
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$8,199	\$1,700		
	HPP	CONSTRUCTION	11	\$3,119	\$2,559	1201600000	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-06-0015 Kane/Kendall Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BURLINGTON BY-PASS FROM FRENCH ROAD (KANE/BURLINGTON) TO PELOW ROAD (KANE/BURLINGTON)						

**Project Work Types Before Revision:** SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - NEW ROAD  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Project Work Types After Revision:** SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - NEW ROAD  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ENGINEERING-I	09	\$149	\$0		
	GEN-OP	ROW ACQUISITION	10	\$100	\$0		
	GEN-OP	ENGINEERING-II	10	\$215	\$0		
	GEN-OP	CONSTRUCTION	11	\$2,361	\$0		
<b>Financial Data After Revision</b>	GEN-OP	ENGINEERING-I	09	\$149	\$0		
	GEN-OP	ENGINEERING-II	10	\$215	\$0		
	GEN-OP	ROW ACQUISITION	10	\$100	\$0		
	GEN-OP	CONSTRUCTION	11	\$2,361	\$0		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0020 Kane/Kendall Council of Mayors	CHANGE PROJECT	\$250	\$250	\$0	0.00%	Scenario Year Change
MAIN STREET FROM RANDALL RD (KANE/BATAVIA) TO IL 31 BATAVIA AVE (KANE/BATAVIA)						

**Project Work Types Before Revision:** PEDESTRIAN FACILITY  
 SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
 HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
 SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
 HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ENGINEERING-II	09	\$490	\$0		
	STP-L	ROW ACQUISITION	10	\$509	\$250		
Financial Data After Revision	GEN-OP	ENGINEERING-II	09	\$490	\$0		
	STP-L	ROW ACQUISITION	10	\$509	\$250		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	CONSTRUCTION	MYB	\$6,747	\$2,250	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-00-0201 McHenry County Division of Transportation</b>	CHANGE PROJECT	\$6,441	\$6,441	\$0	0.00%	Scenario Year Change
IL 31 ALGONQUIN BYPASS FROM NORTH OF RAKOW RD (MCHENRY/ALGONQUIN) TO HUNTINGTON AVE / IL RT 31 (MCHENRY/ALGONQUIN)						

**Project Work Types Before Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD  
INTERCHANGE - NEW

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD  
INTERCHANGE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ROW ACQUISITION	09	\$2,000	\$1,600	TEA21; ALGON BY FROM S TER	
	CMAQ	CONSTRUCTION	10	\$395	\$316	S-TIM	
	HPP	ROW ACQUISITION	10	\$5,656	\$4,525	TEA21;ALGON BY 1763080109	
Financial Data After Revision	HPP	ROW ACQUISITION	09	\$2,000	\$1,600	TEA21; ALGON BY FROM S TER	
	CMAQ	CONSTRUCTION	10	\$395	\$316	S-TIM	
	HPP	ROW ACQUISITION	10	\$5,656	\$4,525	TEA21;ALGON BY 1763080109	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

HPP	CONSTRUCTION	MYB	\$7,620	\$6,096	SAFETEA; IL 31 ADDLANES 176
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<b>07-03-0016 South Council of Mayors</b>	CHANGE PROJECT	\$1,225	\$1,225	\$0	0.00%	Scenario Year Change
MAIN ST FROM CHICAGO HEIGHTS-GLENWOOD RD (COOK/GLENWOOD) TO CAMPBELL ST (COOK/GLENWOOD) N. MAIN ST TO STATE ST						

**Project Work Types Before Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,150	\$1,225	INCLUDES E3	
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$2,150	\$1,225	INCLUDES E3	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-97-0025 South Council of Mayors</b>		CHANGE PROJECT	\$2,670	\$2,670	\$0	0.00%	Scenario Year Change
CLAIRE BOULEVARD (REXFORD RD) FROM I- 294 (COOK/ROBBINS) TO FRANCISCO (COOK/ROBBINS)							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	CONSTRUCTION	10	\$4,863	\$2,670	<b>Awarded</b>
<b>Financial Data After Revision</b>		STP-L	CONSTRUCTION	10	\$4,863	\$2,670	
<hr/>							
<b>07-99-0114 South Council of Mayors</b>		CHANGE PROJECT	\$2,310	\$2,310	\$0	0.00%	Scenario Year Change
191ST STREET FROM IL 43 HARLEM AVENUE (COOK/TINLEY PARK) TO RIDGELAND AVENUE (COOK/TINLEY PARK)							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - EXTEND ROAD					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		STP-L	CONSTRUCTION	10	\$3,300	\$2,310	<b>Awarded</b>
<b>Financial Data After Revision</b>		STP-L	CONSTRUCTION	10	\$3,300	\$2,310	
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
09-06-0024	Kendall County Highway Department	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
ORCHARD RD FROM TUSCANY TRAIL (KENDALL/OSWEGO) TO IL 71 (KENDALL/OSWEGO)								
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION IMPROVEMENT BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS						
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION IMPROVEMENT BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		MFT-LO	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
		PRV	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
Financial Data After Revision		MFT-LO	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
		PRV	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
11-03-0007	McHenry County Council of Mayors	CHANGE PROJECT	\$3,249	\$3,249	\$0	0.00%	Scenario Year Change	
IL 31 FROM MCCULLOM LAKE RD (MCHENRY/MCHENRY) TO IL 120 (MCHENRY/MCHENRY) BEGINS JUST SOUTH OF MCCULLOM LAKE RD & MAY END SOUTH OF IL120 AT GREEN ST (								
Project Work Types Before Revision:		SIGNALS - MODERNIZATION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
Project Work Types After Revision:		SIGNALS - MODERNIZATION HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	IMPLEMENTATION	09	\$2,812	\$2,249	ENG2/CONST	
		STP-L	CONSTRUCTION	10	\$3,230	\$1,000		
Financial Data After Revision		CMAQ	IMPLEMENTATION	09	\$2,812	\$2,249	ENG2/CONST	
		STP-L	CONSTRUCTION	10	\$3,230	\$1,000		

Project:			Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percent Change		Conformity Requirement					
11-03-0012    McHenry County Council of Mayors			CHANGE PROJECT		\$1,000		\$1,000		\$0		0.00%    Scenario Year Change					
KREUTZER RD FROM MAIN ST (MCHENRY/HUNTLEY) TO IL 47 (MCHENRY/HUNTLEY)																
Project Work Types Before Revision:			HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW													
Project Work Types After Revision:			HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW													
Financial Data Before Revision			Fund Source		Project Phase		FFY		Total Cost		Federal Cost		Segment		Awarded	
			STP-L		CONSTRUCTION		10		\$4,700		\$1,000					
Financial Data After Revision			STP-L		CONSTRUCTION		10		\$4,700		\$1,000					
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11-06-0012    McHenry County Council of Mayors			CHANGE PROJECT		\$1,000		\$1,000		\$0		0.00%    Scenario Year Change					
PINGREE RD FROM UP RR TRACK (MCHENRY/CRYSTAL LAKE) TO CONGRESS PKWY (MCHENRY)																
Project Work Types Before Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES													
Project Work Types After Revision:			HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES													
Financial Data Before Revision			Fund Source		Project Phase		FFY		Total Cost		Federal Cost		Segment		Awarded	
			STP-L		CONSTRUCTION		09		\$2,177		\$1,000					
Financial Data After Revision			STP-L		CONSTRUCTION		09		\$2,177		\$1,000					

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-07-0001 McHenry County Council of Mayors</b> VIRGINIA RD AT IL 31 (MCHENRY/CRYSTAL LAKE)	CHANGE PROJECT	\$5,134	\$5,134	\$0	0.00%	Scenario Year Change

**Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
PARKING - NEW LOT OR GARAGE

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
PARKING - NEW LOT OR GARAGE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$4,180	\$3,344	1766810200; VIRGINIA/KLASSEN;	
	STP-L	CONSTRUCTION	10	\$1,100	\$880	1766810200; VIRGINIA/KLASSEN	
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$4,180	\$3,344	1766810200; VIRGINIA/KLASSEN;	
	STP-L	CONSTRUCTION	10	\$1,100	\$880	1766810200; VIRGINIA/KLASSEN	

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<b>12-00-0029 Will County Council of Mayors</b>	DELETE PROJECT	\$0	\$0	0.00%	Project Deleted
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BELL RD FROM IL 7 (WILL/HOMER TWP) TO 131ST ST (COOK/LEMONT)

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-LO	ENGINEERING-II	10	\$800	\$0		

**Financial Data After Revision**

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-06-0004	Will County Council of Mayors	CHANGE PROJECT	\$800	\$800	\$0	0.00%	Scenario Year Change
ARSENAL-MANHATTAN RD FROM BASELINE RD (WILL/ELWOOD) TO IL 53 (WILL/ELWOOD)							
Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES							
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES							
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	11	\$1,000	\$800	
Financial Data After Revision		HPP	CONSTRUCTION	11	\$1,000	\$800	
09-09-0020	Kendall County Highway Department	NEW PROJECT			\$0	\$0	0.00% New Project
GROVE RD							
Project Work Types Before Revision:							
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
Financial Data Before Revision							
Financial Data After Revision		GEN-OP	ENGINEERING-I	09	\$100	\$0	
		GEN-OP	ROW ACQUISITION	10	\$250	\$0	
		GEN-OP	CONSTRUCTION	11	\$1,250	\$0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-09-0024 IDOT District 1 Division of Highways GREEN BAY ROAD	NEW PROJECT		\$0	\$0	0.00%	New Project

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$1,380	\$0
	ILL	ENGINEERING-I	10	\$1,680	\$0

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	ENGINEERING-II	MYB	\$5,600	\$0	
ILL	IMPLEMENTATION	MYB	\$56,000	\$0	IF ADD LANES; INCLUDES E3
ILL	IMPLEMENTATION	MYB	\$31,000	\$0	IF WIDEN & RESURFACE
ILL	ROW ACQUISITION	MYB	\$10,000	\$0	
ILL	CONSTRUCTION	MYB	\$5,600	\$0	

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10-09-0023 IDOT District 1 Division of Highways TRI-STATE TOLLWAY	NEW PROJECT		\$0	\$0	0.00%	New Project
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**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - REPLACE  
INTERCHANGE - RECONSTRUCTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$500	\$0
	ILL	ENGINEERING-I	10	\$1,000	\$0

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<b>Totals for 32 Projects</b>			<b>\$71,149</b>	<b>\$71,149</b>	<b>\$0</b>	<b>0.0%</b>
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# **CMAP's Potential Role in the Allocation of Funds for Northeastern Illinois from the Federal Economic Recovery Package**

*January 13, 2009*

## **Presented for the Board's consideration**

*The Chicago Metropolitan Agency for Planning (CMAP) should take a central leadership role in identifying and evaluating infrastructure projects eligible for funding through the anticipated federal economic recovery package in early 2009.*

## **Background**

While the federal economic recovery package's specifics are still subject to discussion, there is broad support in Washington and across the U.S. for investments in infrastructure to be included in the expected \$775 billion in economic recovery funds that President-elect Obama and congressional leaders have made their top priority in the first quarter of 2009. CMAP supports the inclusion of infrastructure funding as a significant component of the federal economic recovery package. We believe that northeastern Illinois has an important responsibility to identify the most efficient and effective uses for these federal infrastructure funds, using outcome-based criteria.

Though neglected for far too long, infrastructure is at the heart of our national, state, and regional economies. The federal recovery package will help create jobs, not only during the construction phase but also by stimulating economic activity that comes with improved regional mobility. The recovery funds will help create "green jobs" and deploy new technologies to decrease greenhouse gas emissions and reduce dependence on oil. In addition to funds for rebuilding roads, bridges, and transit, the recovery package is expected to include extensive support for making schools and other buildings more energy-efficient and replacing obsolete sewer and water systems.

Regarding the role of major metropolitan regions, the President-elect has stated often that he believes they should have a stronger voice and should receive a more-appropriate portion of federal infrastructure resources than has been the case for many decades. The Obama administration is calling on regions to invest the recovery funding in "new and smarter ways." They are also saying "use it or lose it" -- if metropolitan Chicago and Illinois don't act quickly, the federal money will go elsewhere.

### **Rationale for CMAP to take the lead**

Metropolitan regions like Chicago are home to 80 percent of the U.S. population and generate 85 percent of the Gross Domestic Product. As the driver of our nation's economy, metropolitan regions have critical infrastructure needs that must be addressed with these federal recovery funds. For example, if the recovery funds are allocated on a state level, the CMAP region should receive 75 percent of the federal funds to our state, in recognition that this major metropolitan region is where 75 percent of the state's economic activity takes place and where nearly 66 percent of the state's unemployed workers live.

CMAP has articulated how the federal recovery package should address infrastructure in a set of principles (<http://tiny.pl/6b8f>). Our agency agrees with the need for near-term results, but this should also be the starting point for significant reforms of how infrastructure investments are made at the federal, state, and regional levels. Projects should be selected using a comprehensive needs-based process where project readiness is but one of a number of criteria, including consistency with regional plans and long-term economic benefits.

For the federal recovery package, CMAP has the regional insights and staff capacity necessary to do the detailed study and evaluation so that selected projects achieve the desired near- and long-term outcomes. Due to our agency's comprehensive planning mission, CMAP is ideally positioned to weigh the regional impacts not only of transportation projects but also the other forms of anticipated federal infrastructure investment. CMAP has a solid track record and possesses the necessary staff skills and technical tools to evaluate projects by comparing their merits, independent of political considerations.

Here and across the country, transparency is more critical than ever. Over the past three years, CMAP has put a highly transparent process in place for identifying and evaluating regional priorities that contribute to economic prosperity. The agency's broad-based committee structure has proven its value in this process, which is central to the *GO TO 2040* comprehensive regional planning campaign that is now underway. CMAP has planned on undertaking in late 2009 a careful, thorough review of potential capital projects; due to the national economic recovery imperatives, however, we are fully prepared to accelerate that process to begin immediately in early 2009 and to include a broader range of projects.

With state and local government resources increasingly scarce, northeastern Illinois can ill afford to miss what amounts to a once-in-a-century opportunity to upgrade the region's infrastructure. Our region must rise to this occasion and secure a prosperous economic future by ensuring that the federal recovery funding is targeted to fit metropolitan priorities and that the funds we receive are spent wisely.

### **What CMAP would propose to do**

If the CMAP Board agrees that our agency should pursue this role, our leadership will begin a quick, intensive effort to persuade decision makers here, in Springfield, and in Washington that metropolitan regional agencies such as CMAP are best-equipped to allocate the infrastructure funds within urban areas. The discussions should include local elected officials, Senator Durbin and our congressional delegation and their staff, President-elect Obama's staff, USDOT and IDOT administrators, and other local, state, and federal agencies.

Important factors for consideration include:

1. **Allocation of Federal Recovery Funds.** Our preference is for the federal government to allocate the infrastructure funds directly to regional agencies such as CMAP for distribution within their region. If the funds instead go directly to the states, we would ask the President-elect and Congress to stipulate that the funds be sub-allocated to the regional agencies -- based on their share of the state's job and economic activity -- for distribution within their region.
2. **Allocation of Staff Resources.** Staff will begin immediately to realign its FY09 activities to accommodate this accelerated effort. The Board should recognize that this realignment of staff effort will require tradeoffs, and that other tasks will have to be deferred as a result. As needed, external consulting assistance would be contracted to help with the increased workload.
3. **Identification of Potential Projects.** For CMAP to conduct an effective evaluation process, we must first thoroughly identify potential projects. This requires the cooperation of IDOT and other state agencies, transit operators, counties, municipalities, water and sewer districts, and other stakeholders.
4. **Evaluation Timeframe.** Projects will be evaluated according to evaluation criteria that reflect our adopted indicators and Regional Vision, with project readiness as a major consideration. There are a number of important variables that we would also like to help define in the near term prior to any congressional action, including the definition of "shovel ready," the expected timeframes for implementation, and the universe of potential eligible projects that would be eligible. (Identifying the eligible projects could begin prior to passage of the federal legislation.) Many agencies are developing these lists in isolation, and they could be consolidated and evaluated by CMAP.

A balance must be achieved between projects that are immediately ready to go and projects that can be made ready in a 12-to-18 month time frame. We would propose that 50 percent of the infrastructure recovery funds be made available for

projects that could be obligated by the federal government in 90-120 days. The remainder of the funds would need to be obligated as required by the legislation.

CMAP could evaluate and select the first group of projects within 30 days of passage of the recovery act. The second set of longer term projects would be evaluated over a 90-day period.

5. **Evaluation Criteria.** CMAP would propose the evaluation criteria and methodology within the next 30 days. Staff would work with the State, our partners, and other interested parties to define specific criteria by infrastructure type, as well as a methodology to analyze both the short and longer term impacts of proposed projects. This criteria development and analysis are crucial to ensuring that the selected projects best utilize taxpayer money to improve the region's economic activity in the short run and move us toward the implementation of the Regional Vision.

#### ***Requested Action***

Direct staff to proceed and pursue a central leadership role in identifying and evaluating infrastructure projects eligible for funding through the anticipated federal economic recovery package in early 2009.

# **CMAP Principles for Infrastructure Investment in a Federal Economic Recovery Package**

**December 10, 2008**

The Chicago Metropolitan Agency for Planning (CMAP) supports the inclusion of infrastructure funding as a significant component of the federal economic recovery package now under consideration. While pursuing the important short-term goal of stimulating the economy, such a package should also be the starting point for significant reforms of how infrastructure investments are made at the federal, state, and regional levels.

Our economy depends on the prosperity of metropolitan regions like Chicago, which are home to 80 percent of the U.S. population and generate 85 percent of the Gross Domestic Product. Continued economic success will hinge on our ability -- both nationally and here in our region -- to maintain and expand the road, transit, and freight rail systems. Other necessary infrastructure includes water and sewer systems, telecommunications capacity, schools, open space, and affordable housing. The benefits of such investments are clear, and they include higher economic productivity, job creation, reduced congestion, and improved overall quality of life.

## ***Principles***

While CMAP supports additional infrastructure funding, our agency has the important responsibility of helping to maximize the positive results of these investments. The path to achieving that goal is to apply outcome-based criteria when selecting projects for funding. Therefore, we suggest that the federal recovery package should uphold the following principles:

**The Investments Should Be Strategic but Also Timely.** CMAP recognizes the potential conflict between making the right investments and making investments quickly enough to create an immediate economic stimulus. Some of the most beneficial infrastructure projects may be years away from construction, and some projects that are “ready to go” will have minimal long-term benefits. In the worst case, an unwise investment now could saddle state or local governments with an ineffective project that will require costly maintenance for decades to come. It could also

deplete funding that might otherwise go to wiser projects. To avoid these problems, CMAP suggests the following:

- Make a priority of *reinvestment* that emphasizes reconstruction and maintenance of infrastructure that already exists. For example, numerous bridges across the nation have been closed for safety reasons after years of neglect; roadways and transit systems operate below capacity because of inadequate maintenance; and leaking water pipes waste millions of gallons each day of this precious natural resource. Reinvestment is a clearly stated priority both in our region's adopted vision for the future and with the goals of SAFETEA-LU.
- Investments in new infrastructure should have a demonstrable *national benefit*. For example, northeastern Illinois is the nation's busiest rail freight hub, with one-third of all U.S. rail freight. But it is also one of the world's worst freight bottlenecks and stands to suffer in the global economy as a result. The federal government should invest in the Chicago Region Environmental and Transportation Efficiency Program (CREATE), the region's public/private plan to meet new demand in freight rail service by investing in critically needed rail infrastructure improvements. Other proposed infrastructure investments should be held to similar standards of demonstrating national economic benefits.

**The Investments Should Be Focused on Metropolitan Areas.**

Metropolitan regions drive the U.S. economy. To reflect this, the process for deciding how funds are allocated should use outcome-based criteria to assess the economic and environmental benefits and costs to the U.S. as a whole. Because projects with the greatest national benefit will tend to occur in metropolitan areas, it is important for regional planning agencies to be partners in decision-making processes at the federal and state levels.

**The Investments Should Be Comprehensive in Scope.** Priorities should be based on whether projects have broad, comprehensive benefits. For example, surface transportation in metropolitan Chicago is made up of complex, interrelated systems of roads, transit, and freight rail. No part of this network can be neglected without affecting the whole. Likewise, non-transportation infrastructure is highly inter-related; when chosen wisely,

improvements to water and sewer systems, telecommunications infrastructure, school buildings, recreational facilities, and open spaces can have positive, complementary effects on our region's economic prosperity and quality of life. Also, to ensure that comprehensive benefits ensue and to avoid "half-measures," funding should be sufficient to ensure that projects are not only begun but completed.

**The Investments Should Be Partnered with Real Reform.** For the recovery package to succeed at stimulating the economy, timing is critically important. Fortunately, a number of projects in northeastern Illinois are ready for construction, having been included in our adopted plans and programs. But it is important to recognize the need for real reform when considering an economic recovery package and its long-term impacts. Because they are based on formula rather than need or economic impact, federal transportation programs are currently too compartmentalized. If based on that allocation process, investments will surely result in wasted opportunities. Benefits can instead be maximized by using the recovery package to trigger reform of how transportation projects are financed and selected in the U.S. In particular:

- The federal government should place a new emphasis on sustainable revenue sources that accurately reflect the true cost of mobility.
- The federal government should support the efforts of regions to evaluate and prioritize local infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economic, environmental, social, and other impacts.
- The federal government should invest directly in regional projects that are nationally significant and that align with the new federal vision and genuine national interest. These projects should be determined using performance-driven criteria that lead to transparent, outcome-based, mode-agnostic decisions.

12-15-08

## **Questions & Answers on Economic Stimulus Issues Raised by the State DOTs**

**Question 1: Can the State and MPOs do public involvement; demonstrate fiscal constraint; determine conformity and other planning process steps that are needed for various scenarios prior to passage by Congress so MPOs can vote approval literally hours after the President signs the bill?**

**Answer 1:** Yes, the State and the MPOs can do the necessary planning work such as model runs for the various scenarios; analysis work needed for conformity, if necessary; public involvement; and any other planning support work to get prepared. These planning activities are eligible for SPR and PL funds. The technical work can begin now, however, the MPO board cannot act (approve) on the amendments or the conformity determination until after the stimulus bill is passed and signed.

**Question 2: Is it possible for FHWA/FTA to make conditional STIP approvals?**

**Answer 2:** No, FHWA/FTA cannot make conditional STIP approvals, since conditional STIP approvals are not allowed under existing regulations. The planning regulations (23 CFR 450.218(b)) do allow FHWA/FTA to:

- (i) Approve the entire STIP;
- (ii) Approve the STIP subject to certain corrective actions being taken; or
- (iii) Under special circumstances, approve a partial STIP covering only a portion of the State.

However if the States and MPOs complete the steps detailed in question #1, FHWA/FTA can approve the STIP amendments immediately.

**Question 3: How should Federal Lands Highway (FLH) Program projects be handled?**

**Answer 3:** FLH projects will need to follow the state STIP process as well. Work with your FLH Division offices as part of your early outreach efforts described in Question #1. In most cases, FLH program projects are in addition to the lists provided by the states. The FLH Divisions, working with the federal partners, have identified approximately \$400-500 million in potential projects nationally.

**Question 4: Can FHWA adopt “Emergency” rules with regard to environmental processing to save time? Can 404/401 permits be expedited or Nationwide or Regional permits be expanded by USACE for these projects?**

**Answer 4:** No, FHWA cannot adopt emergency procedures. The emergency action procedures referred to in 23CFR771.131 only apply to emergency circumstances addressed in the CEQ regulations 40CFR1506.11. CEQ is unlikely to consider all



## **Qs & As on Economic Stimulus Issues Raised by the State DOTs**

economic stimulus projects as emergency, unless they are true emergencies under unique circumstances.

As for Clean Water Act Section 404 permits and 401 authorizations, many minor projects do not require permits or already qualify under Nationwide permits. Many states have funding arrangements and agreements with the Corps of Engineers and the State environmental agencies, and they can address expedited processes for projects in the stimulus package through prioritization. It will not be practical to get Section 404 processes altered solely for the economic stimulus package.

### **Question 5: Can all Categorical Exclusions be delegated to the States?**

**Answer 5:** No. We will have to stay within the bounds of the statutory provisions. CE delegation is addressed in SAFETEA-LU, and most States did not see an advantage in pursuing such delegation. Many minor projects may already be covered under the Programmatic Categorical Exclusions as per agreements with the States. For the remaining projects, the documentation preparation is more time consuming than the FHWA approvals at the Division office.

### **Question 6: What if FHWA or the States are challenged on the cumulative impacts of such a large investment package like this? Are we prepared to address this issue?**

**Answer 6:** The stimulus package provides funding for delivering the “ready to go” projects. The package itself cannot be challenged under NEPA, as it will be an Act of Congress. Individual projects are subject to legal provisions and can be challenged like any other project that is outside of the stimulus package. “Ready to go” may have been advanced through environmental processes already or do not require any major environmental review. For these reasons, they are unlikely to be challengeable solely because they are part of a large investment package.

### **Question 7: Will the economic stimulus funds be 100% Federal share?**

**Answer 7:** We will not know the response to this question until the Congress acts. AASHTO has made it clear that it would like to see a 100% federal share.

### **Question 8: Do MPOs have the capacity to help with the oversight and management of these projects if funding is provided directly to the locals within MPO boundaries without passing through the State?**

**Answer 8:** The MPOs in nearly all cases do not have the capacity to help with the oversight and management of projects as the MPO's primary function is almost always limited to planning and programming, not project management. They simply don't have the experience or expertise. The responsibility for oversight and management of individual projects resides with the State DOT and the designated recipient transit agencies. In some cases, a larger local government may have some ability to oversee and

## **Qs & As on Economic Stimulus Issues Raised by the State DOTs**

administer a federal-aid highway project; however it is ultimately the responsibility of the State DOT to see that federal requirements are being met on a highway project.

**Question 9: Will FHWA have the ability to advance economic stimulus funds to States and local governments to accommodate States that don't have the cash up front to proceed?**

**Answer 9:** Federal-aid program funds are provided to the State only on a reimbursement basis.

**Question 10: Can States use these funds for winter or other maintenance?**

**Answer 10:** Federal-aid funds may not be used for routine maintenance activities. However, activities considered to be preventative maintenance are eligible for Federal-aid funding. The term "preventative maintenance" is defined as those activities that are a cost-effective means of extending the useful life of a Federal-aid highway

**Question 11: What design elements or standards can be waived or streamlined?**

- Pavement rehabilitation without safety or signage being addressed. (applying less than 3R/4R standards on the Interstate)
- Not addressing design exceptions for a "pavement" only type project.
- Can Finance Plan and Project Management Plan requirements be waived or streamlined?
  - Can the Divisions or the States conduct an independent cost estimate reviews for major projects instead of HQ?

**Answer 11:**

Unless the Economic Stimulus bill specifies otherwise, the projects funded under the bill will need to be developed and designed in a manner that complies with the design standards adopted by the State DOT and approved by FHWA. Current law and regulations does not allow for design standards or design exceptions to be waived.

All new construction, reconstruction and resurfacing, restoration, and rehabilitation (3R) type of projects that use Federal-aid funding for projects on multilane limited access (freeways including Interstates) on the National Highway System (NHS) must comply with the FHWA adopted design standards. For non-freeway 3R projects, they may be constructed in accordance with FHWA-approved AASHTO standards for new and reconstruction projects, or in accordance with FHWA-approved individual State standards developed pursuant to 23 U.S.C. 109(o) and 23 CFR 625. Americans with Disabilities Act requirements are applicable.

The Interstate System, which is included as part of the NHS, has a special set of design standards (as specified in 23 USC 109 and 23 CFR 625). The standards, *A Policy on Design Standards -- Interstate System*, are also published by AASHTO and available at their web site. For projects that are not on the NHS, Title 23 USC 109 provides that these projects shall be designed, constructed, operated, and maintained in accordance with

## **Qs & As on Economic Stimulus Issues Raised by the State DOTs**

State laws, regulations, directives, safety standards, design standards, and construction standards. The design standards adopted by the FHWA can be found at [23 CFR 625](#). For preventive maintenance projects, no design exceptions are needed for the retention of existing substandard features. In effect, the State is maintaining the project as built, and as it was agreed upon in the project agreement. However, any new substandard features created, or existing ones made worse, must be covered by an exception since such actions in effect change the project as built.

Current law does not allow the Finance Plan and Project Management requirements for major projects to be waived. FHWA HQ will work closely with the Division Offices to insure a quick approval. With a few exceptions, Division Office personnel do not currently have the capability to complete a risk based probabilistic cost review. The States could hire a consultant to complete an independent review but it must be a risk based probabilistic cost review. FHWA HQ would expect Division personnel to participate in the review so they could make a determination that the cost review was equivalent to the risk based probabilistic review that FHWA HQ and/or Resource Center personnel would complete. FHWA HQ will work with Division personnel to insure cost reviews are completed in a timely manner.

### **Question 12: Will FHWA consider waiving or expediting any steps in the consultant contracting process to help States move these projects more quickly?**

**Answer 12:** Unless the Economic Stimulus bill specifies otherwise, the projects funded under the bill will need to be procured, negotiated and managed in a manner that complies with the Federal laws and FHWA regulations. In addition these projects will also need to comply with the adopted State laws and procurement policies and procedures (as per the provisions specified in the Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments" (49 CFR 18)) as previously approved by FHWA. Current Federal laws and FHWA regulations do not allow for the normal waiving of procurement and contracting requirements.

Generally State DOTs have consultant services procurement and contracting policies, process and procedures which our FHWA Division Offices have already approved. As a result, FHWA is typically not involved in or required to approve the procurement documents or contracts related to consultant services related projects. Many State DOTs have already put in place and our FHWA Division Offices have previously approved procurement methods which have streamlined their procurement processes, allowing for substantial improvements to be realized with how they can procure the engineering and other types of services that may be required to meet the needs of each specific project.

### **Question 13: Will FHWA provide assistance to the States to address the need to use consultants to do materials testing QA/QC without detailed State oversight?**

**Answer 13:** Based on our understanding of the question, we offer the following. Funding for consultant services should be from the State's Federal aid dollars related to each project. As always, States have been able to hire consultants to manage their QA

## **Qs & As on Economic Stimulus Issues Raised by the State DOTs**

program, however, 23 CFR 637 requires that the States are ultimately responsible. As such, the State has to sign off on the materials conformance document at the end of the project. The State's consultant lab must meet the same requirements as the state lab and the State has to provide oversight of consultant lab and review their data. In addition, these labs have to be included in the states IA program. The state will need someone responsible for QA but they themselves do not have to do the testing or the analysis only the review.

We realize that this may be a new role for many States. FHWA can support to States through the Pavement and Materials Technical Service Team which has recently increased their staff resource assignments to better support QA. In addition, several recently developed training courses have been developed and can be provided by FHWA quickly to States to help with the potential increased use of consultants to manage QA programs. The Office of Pavement Technology within FHWA can assist States to identify the most appropriate course that can be delivered quickly to support the accelerated delivery of these projects.

**Question 14: Does FHWA have Design/Build procedures ready and in place that States could use to help deliver projects using this mechanism, especially for States that have little or no experience in this area?**

**Answer 14:** The FHWA removed the design-build project delivery method from the experimental status in December 2002. It is now fully operational and it is no longer necessary to request FHWA Headquarters' approval under Special Experimental Project No. 14 - Innovative Contracting. The AASHTO and the Design-build Institute of America have both published guidance for developing design-build procurement documents and contracts. Approximately 40 of the 50 states have some level of design-build experience and the use of design-build continues to grow at a steady pace.

**Question 15: Are FHWA and the States considering local projects in this call?**

**Answer 15:** In general terms, local projects are eligible for Federal-aid funds. As the grantee, however, the State has the sole prerogative in determining if such projects will be funded.

**Question 16: Are the projects being proposed by the States really "ready to go"?**

**Answer 16:** We have asked each division to do the analysis to answer this question. Therefore, this response is dependent on each division's distinct review.

**Question 17: If these are General Fund dollars, what specific Title 23 requirements apply? Will FHWA "relax" other Title 23 federal requirements in order to move these projects quickly?**

**Answer 17:** Unless the Economic Stimulus bill specifies otherwise, the projects funded under the bill will be required to follow all normal Federal-aid funding requirements.

## **Qs & As on Economic Stimulus Issues Raised by the State DOTs**

**Question 18: Section 101 of Title 23 provides a specific list of eligible construction activities. Can you provide a similar list for the Economic Recovery Program? Are preliminary engineering and ROW eligible for recovery dollars?**

**Answer 18:** Unless the Economic Stimulus bill specifies otherwise, the list of eligible construction activities in Section 101 of Title 23 will apply, including projects for preliminary engineering, rights-of-way acquisition, intelligent transportation systems, traffic signalization, and signage.

**Question 19: Is there a requirement that last year's special bridge funding be obligated before Economic Recovery funds are used for bridge work?**

**Answer 19:** No

**Question 20: What happens to Economic Recovery funds that have not been obligated by the due date?**

**Answer 20:** We will not know the response to this question until the Congress acts and the parameters for using and managing the funds are known.

**Question 21: Can funds be used to convert AC balances, particularly when a state is experiencing or anticipating cash flow problems?**

**Answer 21:** No

## **Questions and Answers on Economic Stimulus Proposal – Part 2**

**Question 22: To the extent that projects are dependent on permitting to go forward, what can be done from HQ to work with the resource agencies to expedite the permitting process?**

**Answer 22:** HEP will meet with each of the resource agencies primarily involved in the project level permitting of highway projects, and discuss how they can help expedite the permit process for the potential economic stimulus package. We will pass on any advice to the Division offices based on our discussions with the resource agency personnel.

**Question 23: Is there a problem with the definition of obligation for MPO activities?**

**Answer 23:** Because there is no statutory definition for obligation as it relates to planning, the Divisions should work with the States to be as flexible as possible on this issue based on each MPO's Unified Planning Work Program.

**Questions 24: What can be expected regarding DBE goal requirements for the Economic Recovery funds given the fact that some States have limited DBE/WBE firm capacity?**

**Answer 24:** Many states would have concerns and/or difficulty with suddenly trying to ensure that the DBE community has the capacity to deliver percentages similar to the normal dollars. However, there will be some states and some representatives of the DBE community that would say that, even with capacity concerns, they still think they could deliver a greater sized program.

Several alternatives to consider:

- Have the same goals as for normal projects and accept good faith efforts;
- Set lower goals for Stimulus Projects given capacity concerns;
- Change the mix of race-conscious versus race-neutral goals to try to address the issue.

Given all this, the ultimate answer is that we need to wait to see the will of Congress on the subject.

**Question 25: Can we assume by the answer to Question 12 in the first set of Qs and A that the Brooks Act, Simplified Acquisition and other requirements would be applied as they are currently?**

**Answer 25:** Yes. That was our intent in the "... in a manner that complies with the Federal laws and FHWA regulations" and other portions of the original answer.

**Question 26: How will FHWA view a design-build project as meeting the timing requirements? Will it be when an RFP is advertised?**

## Questions and Answers on Economic Stimulus Proposal – Part 2

**Answer 26:** In design-build, some phases of construction (clearing, grubbing, earthwork, etc.) start shortly after the notice to proceed is issued. As design proceeds, construction also continues. Depending on the type of project, the availability of permits, the percent of design furnished in the RFP, and similar issues, there may not be a significant time period between the contract notice to proceed and the start of construction. The length of time for the abundance of jobs to materialize on a design-build project may not be as much of an issue as perceived during the videoconference. As with other methods of construction contracting, there will be some lag time during the procurement phase, i.e. advertising, assessing responses, and award. The lag time may be a bit longer with design-build. However, construction contract procurement using the design-build method should remain a viable option in delivering projects with the economic recovery or stimulus funding.

**Question 27: If the Economic Recovery package extends over multiple years, how will multi-year projects that have construction components set to go in 2009 be treated? Would the recovery funds be eligible to substitute for the State funds (not just a cash strapped situation) – a.k.a. AC conversion – for the 2009 construction or later elements?**

**Answer 27:** We believe that the intent of the bill will be to infuse extra funds into the transportation program (i.e. supplement not supplant existing transportation funding). While there may be a situation that we are missing here, it appears that what is described here would be a case of the funds supplanting existing transportation funding and should not be permitted.

**Question 28: Beyond advancing pure construction projects what other types of projects or operational considerations should the States be considering?**

**Answer 28:** The use of Operations concepts to mitigate impacts of the expanded program and inclusion of ITS or other operational elements in the projects are important considerations which should be made during the development of the program.

To the best of our ability we should make every effort to avoid degrading the safety and operations of the system and assure that the widest possible economic stimulus be achieved. Lastly, it should be remembered that many Operation elements require limited or no environmental review time, making them very attractive for quick deployment.

The Divisions should advance the concepts and tools of the Work Zone Mobility initiative, use of Traffic Incident Management techniques, and traveler information systems. These can significantly reduce the potential network congestion which might occur when a large number of projects are on the system at the same time. There is also an opportunity to include elements into the project or advance them as stand alone projects. Examples include traffic signal upgrades, weigh in motion equipment, Advanced Transportation Management Systems, and similar projects.

## **Questions and Answers on Economic Stimulus Proposal – Part 2**

The HQ Offices of Transportation Operations and Transportation Management are prepared to assist the Division offices in advancing these Operation elements.

### **Question 29: Will there be any implications from the Economic Stimulus Package on how indirect costs are allocated?**

**Answer 29:** For those divisions whose State DOTs recover indirect costs via approved indirect cost allocation plans (ICAPs), we recommend you begin discussions with your State to identify and mitigate potential effects the proposed Economic Stimulus Package (ESP) may have on your indirect cost allocations. By regulation, 2 CFR 225 Attachment E points out the need to properly account for “extraordinary or distorting expenditures” (see paragraphs B and C of Attachment E) in order to ensure an equitable distribution of indirect costs to all benefiting cost objectives (federal and non-Federal awards/activities).

Not making allowances for the one-time infusion of significant amounts of Federal dollars into the FAHP will likely result in a significant over-recovery of indirect costs in FY 2009 that will have to be recovered at a later time.

Even if your State does not use an ICAP, the ESP may have an effect on local public agency (LPA) indirect cost recovery, and you may wish to also discuss this issue with your State for their consideration in reviewing, negotiating and approving rates of LPAs.

### **Question 30: Are there specific actions that States should be considering related to tracking these economic recovery/stimulus funded projects in case of audit?**

**Answer 30:** In addition to the normal stewardship and oversight that is applied to the administration of projects, Division Offices and States should engage in discussions about the plan of actions each will take to pay special attention to the economic recovery/stimulus funds. We suggest that attention is given to tracking the use of funds on projects from start to finish, e.g. types of projects (with some detail regarding the description or scope of work), when various project activities (like advertising, award, notice to proceed, etc.) begin and/or end, how many people are employed during the various of phases where these funds are used, etc. For this administrative effort, details are suggested versus streamlining. There will probably be requests for many different cuts of information regarding use of the economic recovery/stimulus funds and benefits to the economy. In addition, the Division Offices and States should include the locally-administered projects in tracking the projects that use the economic recovery/stimulus funds.



## **Actions That Can Be Taken To Expedite Economic Recovery Delivery**

- 1. If the project is not currently on the STIP or Long Range Plan and the state wants to include it as part of the Economic Stimulus.**

### **Strategies to Expedite:**

**If the project is new to the TIP/STIP**, the State and MPO should work cooperatively to achieve the required formal TIP/STIP amendment.

Most MPOs have a streamlined process in place to accomplish such an amendment.

**If no new air quality conformity determination is required**, the MPOs would take their action and submit the amended TIP to the State for incorporation into the STIP. The State would submit the amended STIP to FHWA/FTA for review and approval. Some of these items can be parallel-processed. This process should be able to be accomplished **within 30 days**.

If the project is in an air quality nonattainment or maintenance area, the addition of non-exempt activities or projects would trigger a plan/TIP amendment, **a new conformity determination would be required**. In this case, certain conformity and planning requirements such as public involvement and interagency consultation must be met before completing the amendment and conformity determination. Although some of these items can be parallel-processed, **at a minimum an additional 30 to 45 days may be needed**.

The State and the MPOs can do the necessary planning work such as model runs for the various scenarios; analysis work needed for conformity, if necessary; public involvement; and any other planning support work to get prepared. The technical work can be completed and action taken to approve the necessary amendments or the conformity determination as soon as the stimulus bill is passed and signed.

- 2. A project has not yet completed the environmental process and the state wants to include it as part of the Economic Stimulus**

### **Strategies to Expedite:**

Since we anticipate that the majority of the projects can be completed with programmatic CE(s), the state should work to complete the processing, consulting with resource staff ASAP.

This process can also be accomplished in a **30 day or less time period**.

## **Actions That Can Be Taken To Expedite Economic Stimulus Delivery**

### **3. Minimizing unreasonable and unresponsive bids; and the inability to properly assess the bids**

#### **Strategies to Expedite:**

FHWA should work with the state DOTs to develop reasonable schedules that anticipate industry capacity and type of work, to provide a better opportunity for contractors to determine which projects they can best respond to with fair and accurate bids; and that reflect the availability of State DOT staffing resources to assess the bids.

### **4. Managing the increased project load**

#### **Strategies to Expedite:**

States can utilize consultant services for contract management; and if unencumbered by hiring ceilings will need to organize, and quickly hire and train people in the skills needed to properly oversee the work.

### **5. Accelerating the contracting process**

#### **Strategies to Expedite:**

The State can use design/build and the flexibility to shorten bid times. Other concepts from Highways for LIFE and ACTT (Accelerating Construction Technology Transfer) may be of interest for states to consider.



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## MEMORANDUM

**To:** Transportation Committee

**Date:** January 8, 2009

**From:** Doug Ferguson, Associate Planner  
Ross Patronsky, Senior Planner

**Re:** Draft CMAQ Program Management Strategies

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The CMAQ Project Selection Committee has discussed many strategies for creating a more effective programming process to assure that the region gets the congestion reduction and air quality improvements of projects more quickly and does not have a large amount of unobligated funding in danger of being lost to the region.

The region has over \$200 million in unobligated CMAQ funds. There exists a potential for approximately \$23 million in funds from FY 2006 to lapse at the end of FY 2009 (September 30, 2009). The region also faces the continued threat of federal rescissions that target unobligated balances. Approximately \$69 million in CMAQ funding has been rescinded to date.

With over \$200 million in unobligated funds, it is not feasible to reduce the unobligated balance completely in one year. However, more aggressive measures are needed to reduce the balance within a reasonable time span.

The Project Selection Committee has taken steps to reduce the unobligated balance and speed the implementation of projects. The primary strategy to date is multi-year programming, begun in FY 2007. Under multi-year programming, project phases are programmed in successive years, so that funds for later phases do not automatically increase the unobligated balance.

In addition, multi-year programming presumes that the sponsor is ready to begin the initial phase in the first year. Projects that have not initiated their initial phase by the end of the first year are subject to funding withdrawal. FY 2007 and FY 2008 projects that have not been initiated have been contacted and given a deadline of December 31, 2008 to either obligate funds (FY 2007 projects) or initiate the project (FY 2008 projects). The Project Selection Committee will review projects that do not meet this deadline in January to determine whether their funding should be withdrawn.

Additional measures need to be taken to ensure that these projects continue to move forward, that delayed projects do not tie up CMAQ funds that could be obligated for other projects, and

that older projects (FY 2006 and before) are actively managed to move them to completion and obligate those funds in a timely manner.

The Project Selection Committee has developed more extensive programming and program management strategies to improve the progress of CMAQ projects. The draft strategies are attached. MPO Policy Committee adoption of these strategies will be sought at the March meeting.

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## Staff Recommendations for CMAQ Programming Changes

### A: Programming of CMAQ funds for new projects

- 1) Application materials
  - a) Applications submitted without the following will be rejected:
    - i) Complete project financing & CMAQ funding request section
    - ii) Input module worksheets (traffic flow improvement projects only)
    - iii) Scoping document (traffic flow improvement, commuter parking and pedestrian/bicycle projects only)
  - b) If an application is missing other information, only one attempt will be made via both e-mail and certified mail to collect that information. If the sponsor does not respond by the deadline then the application will be rejected. Staff recommends 30 days from the date of the letter as the deadline.
  - c) Project applications submitted by municipal agencies (villages, cities, park districts, school districts, townships, etc.) are required to be reviewed by their Council of Mayors staff (Planning Liaison (PL)).
    - i) The individual PLs would be responsible for reviewing applications and advising the sponsor of missing information.
    - ii) A PL sign-off will be incorporated into the application forms.
    - iii) A deadline for submitting applications to the PLs will be included in the CMAQ program development schedule. The "review deadline" will be two weeks in advance of the deadline for submission to CMAP.
    - iv) The applicant is ultimately responsible for application completeness. If a municipal agency submits an application with missing information (other than items a) i), ii) and iii), b will apply.
- 2) Programming Funds
  - a) Normally funding for all phases of a project will be considered in one application.
  - b) On an exceptional basis, proposals will be considered for funding phase I engineering separately from other phases
    - i) in this case, future phases are not eligible for funding until the project has been submitted for design approval.
    - ii) Sponsor must apply for future phases, phase II engineering, right-of-way acquisition, and construction; funding of the future phases is not automatically guaranteed.

- c) Proposals that don't seek funding for phase I engineering must be submitted for design approval by June of the application cycle to be considered for funding of the later phases in the fiscal year of the application cycle.
  - i) Applicants completing phase I engineering with local funds must certify that they will meet federal standards.
  - ii) Proposals that seek funding of later phases in an out year will be considered on a case-by-case basis. (Out years are, for example, 2011 and 2012 in the 2010 application cycle.)
- d) Proposals seeking phase 1 engineering as well as subsequent phases will have phase II engineering programmed in the third year (i.e., the program year plus two) rather than the second year as is the current practice.
  - i) Construction in such cases will be programmed in the fourth year.
  - ii) Funding for subsequent phases can be moved up on request if the project is ready.
- e) The CMAQ program mark will be the northeastern Illinois share of the state's federal apportionment.
- f) Create a "B" list of projects in the programming cycle approved by the MPO Policy Committee. It will include all projects with a reasonable cost/benefit ratio as well as partially funded projects.
- g) All sponsors will be required to attend a mandatory project initiation meeting once the eligibility determination has been received from UDOT. The meeting will distribute necessary forms and information necessary for sponsors to initiate their projects and will go over project schedules.

#### B: Active Program Management of Projects

- 1) Projects with funds programmed prior to 2007
  - a) Move funding (reprogram) for these projects to realistic out years for the unobligated phases.
    - i) The funding made available by moving the phases out of 2009 would be available for potential cost increases for already approved projects.
    - ii) If the amount of funds made available is of a sizeable amount, then new projects could be considered.
    - iii) Once this is done the project could move funding for an approved phase one more time before it is considered for withdrawal of funding.
    - iv) If phases of the projects move beyond the final year of the TIP (2012) into MYB, the funding for those MYB phases will be withdrawn. Sponsor will need to reapply at the appropriate time for funding.
- 2) For projects programmed since 2007
  - a) Projects approved only for phase I engineering would have only one fiscal year to initiate phase I with a job number request form submitted to IDOT or a FTA grant agreement. Failure to do so would cause funding to be considered for withdrawal from the project.
  - b) Projects programmed in the multi-year programming with phases beyond phase I engineering could move funding to new fiscal years only once. The exception to this

rule is if the moving of a phase to a new fiscal year is the direct result of actions out of the control of the sponsor. Funding will be withdrawn if the funding is not obligated in that new fiscal year.

- 3) Review of projects with phases in the annual element would be conducted in May and October.
  - a) Projects that will not obligate their annual element phase by the end of the fiscal year will be able to use their one time adjustment to their project schedule.
    - i) If the phase is phase I engineering, however, the phase still must be initiated by the end of the fiscal year.
    - ii) Projects that have already adjusted their schedule once will be considered for withdrawal of funding if the additional delay is not the direct result of actions out of the sponsor's control.
  - b) Funds freed up by schedule adjustments will be reprogrammed
    - i) In May, projects included in the "B" list will be reviewed to identify candidates for programming the funds.
    - ii) In October, new projects from the just-completed programming cycle will be reviewed for programming the funds.
  - c) Job number requests forms are required to have been submitted to IDOT by the time of the May review for non-transit projects.



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## MEMORANDUM

**To:** Transportation Committee

**Date:** January 9, 2009

**From:** Joy Schaad, Senior Planner, Ross Patronskey, Senior Planner

**Re:** Status of FY 2007 & FY 2008 CMAQ Projects

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### **FY 2007 projects that are not obligated**

Sponsors of FY 2007 CMAQ projects that had not been obligated received letters in September reminding them of the December 31 deadline for obligation. Of the ten FY 2007 projects being monitored against the December 31 deadline, five met the deadline. The other five are ready to go except for the execution of agreements which are still being processed at IDOT. All five anticipate spring letting or notice to proceed.

### **FY 2008 projects that are not initiated**

In late September, 41 FY 2008 CMAQ projects were identified as having no progress towards obligation. On October 2 letters were sent informing the project sponsors that if their project does not meet a December 31 deadline for initiation, the CMAQ Project Selection Committee may consider withdrawal of funding. Of those, CMAP staff has received confirmation that 28 of the projects have been initiated. For the other eleven projects, the sponsors advised CMAP staff that the project has been initiated; we are verifying this with IDOT's Central Office or directly with the sponsors.

Of the two projects with no identifiable progress, one sponsor has voluntarily withdrawn their project.

Staff is working to identify the status of Lake Zurich's sidewalk project on South Old Rand Rd. and Surryse Rd (TIP ID 10-08-0001, \$32,000 to be obligated in FY 2008) This project will be reviewed by the CMAQ Project Selection Committee for further action at a meeting later this month.

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